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Adopted by the City Council
November 20, 2002

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INTRODUCTION

Baldwin Park 2020

The City of Baldwin Park has matured from its early farming roots in 1912 when the Pacific Electric Railroad laid tracks through the center of town, to a culturally diverse community of over 75,000 residents and an employment base of over 18,000 jobs. As Baldwin Park moves into the 21st century and toward the year 2020, the City is committed to developing a long-range plan which capitalizes on the community's physical, economic and human resources and responds to several key planning issues facing the City:

- How can the City create a distinct and economically viable Downtown which serves as the cultural heart of the City?
- How might the City attract businesses that would benefit from the spending habits of the increasing number of motorists traveling daily along the I-10 Freeway?
- What types of support businesses are needed to meet the changing demographics of City residents and the growing daytime population created by businesses in the community?
- As the City's residences and commercial businesses begin to age, how can the City promote reinvestment and revitalization?
- With virtually no vacant land remaining, how can the City provide additional housing to support regional population growth?
- As the local population grows, what City services and facilities need to be enhanced to meet the needs of City residents?
- Does the local circulation system require any adjustments in response to land use changes to ensure that residents and the business community can travel within and through Baldwin Park efficiently and safely?

- How can the City enhance its community identity and strengthen Baldwin Park's "sense of place" within the San Gabriel Valley?

The General Plan provides the stepping stone between the Baldwin Park community of today and the desired community of the future. This Plan has been prepared to help the City to look forward to the year 2020 by setting forth goals and policies addressing economic development, land use, circulation, housing, and related issues that effect the quality of life in Baldwin Park.

What Is a General Plan?

A general plan is a document required by State law that serves as a guide to the long-term physical development of a community. The geographical area addressed by a general plan is not limited to a city's corporate limits. In addition to establishing policies for properties within city boundaries, a city may plan for any lands outside the city limits which are not under another city's jurisdiction and which may influence the decisions and planning activities related to properties within the city's own corporate limits. A city's general plan can be thought of as a *pattern* or *blueprint* for future growth and development.

Per State regulations, a general plan must address at least the following issues: Land use, circulation, housing, noise, public safety, conservation, and open space (California Government Code, Section 65302). However, a jurisdiction can craft its general plan to deal with any issue which decision makers, city staff, residents, business owners, and other stakeholders deem important to the community.

General Plan Planning Area

As of 2002, Baldwin Park's corporate limits encompassed 4,337 acres of land. Abutting the City boundaries are an additional 344 acres within the sphere of influence. This area, highlighted in Figure I-1, relates to development within Baldwin Park and has a bearing on how the City makes decisions regarding circulation, land use, and public safety. Therefore, the Planning Area addressed in this General Plan includes all properties within the corporate City limits, as well as those within the sphere of influence.

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Figure I-1
Planning Area

General Plan Scope and Structure

As described above, State law requires that a General Plan address land use, circulation, housing, noise, public safety, conservation, and open space. The Baldwin Park General Plan discusses these topics in a series of chapters called elements. The 2020 General Plan contains nine elements that focus on the required issues as well as the City's community design and economic development goals. These elements include:

- Land Use
- Urban Design
- Economic Development
- Circulation
- Housing
- Open Space and Conservation
- Public Safety
- Noise
- Air Quality

In addition to the nine elements, this General Plan also contains a Glossary and an Implementation Plan (see Appendix). The glossary defines key terms and phrases used in the Plan. The Implementation Plan, which is adopted separately from the General Plan elements and requires annual review, identifies the specific actions the City will undertake to implement the goals and policies contained in the elements. Annual review of the Implementation Plan allows the City to adjust programs and planned actions to respond to new or refocused priorities, to address annual budget constraints and/or opportunities, and to account for change in any physical condition or circumstance in the community (for example, occurrence of a natural disaster).

Supporting Documentation

Several supporting documents were produced during the development of the Baldwin Park 2020 General Plan, including the element technical reports and the Environmental Impact Report (EIR).

The element technical reports include background data necessary for issues identification and plan preparation. Due to the length of these reports, they have been compiled into a separate volume and are available for review at City Hall. The background information contained in the technical report is temporal and will become outdated as conditions change. This information has been separated out from the General Plan to facilitate periodic updating. Because the technical report is not incorporated into the General Plan policy document, updating the technical report will not require a General Plan amendment, although it may lead to subsequent General Plan amendments.

The General Plan EIR analyzes the potential environmental impacts associated with development of the Baldwin Park planning area according to the General Plan land use policy, and implementation of the General Plan.

Organization of the Plan

Each of the nine elements, with the exception of the Housing Element, is organized in the following manner:

- **Introduction to the Element** - The Introduction contains a discussion of each element's purpose, defines the scope and content of the element, and describes related plans and programs.

- **Issues, Goals and Policies** - This section of each element contains a description of identified planning issues, goals and policies related to the element topic. The issues, goals and policies are based on input received from the General Plan Vision Committee; from community workshops; from members of the City Council and Planning Commission; and from City staff.

  The issues represent the opportunities, constraints or concerns that are addressed by the General Plan. The goals are overall statements of community desires and are comprised of broad statements of purpose or direction. The policies serve as guides to the City Council, Planning Commission and City staff in reviewing development proposals and making other decisions that affect the future growth and development of Baldwin Park.

- **The Plan** - Each element also contains a Plan section. The Plan provides an overview of the City's course of action to implement the identified goals and policies. For example, the Land Use Element contains a "Land Use Plan" indicating the types and intensities of land use permitted in the City. The Circulation Element contains a "Circulation Plan" describing the overall circulation system required to meet the future needs of Baldwin Park.

The structure of the Housing Element varies slightly because State law is very specific about the items that must be addressed in a housing element. In addition to broad goals and policies, the Housing Element contains numeric goals for housing rehabilitation and new housing construction, as well as descriptions of programs the City will pursue toward those goals.

The structure of the elements allows readers to easily locate issues of interest and to read a summary of the City's goals and policies relative to a particular topic. However, General Plan readers should realize that the General Plan is an integrated document. The policies contained in the various elements are interrelated and should be examined comprehensively. For example, many of the Economic Development Element policies tie closely to policies contained in the Land Use Element. All policy components must be considered together.

Community Participation

Because the General Plan reflects the goals and ideals of the community, citizen input represents an integral part of the General Plan preparation process. Both Baldwin Park residents and representatives from the business community and school district contributed insight and vision into the planning efforts and helped develop the goals and policies contained in the Plan. Public participation took the following forms:

- A *General Plan Vision Committee* was formed representing diverse community interests to provide policy direction in formulation of the 2020 General Plan. The Committee met five times prior to General Plan preparation to identify and discuss issues, to develop goals and policies, to review land use and circulation alternatives, and to recommend a preferred Plan to City decision-makers. A list of Vision Committee members and their affiliation is included at the beginning of the Plan, and a summary of each of the Committee meetings is included in the Appendix.

- A written *Community Needs Assessment Survey* was conducted to document the major concerns facing the community, and to help focus key issues to be addressed in the General Plan. A total of 27,000 surveys were distributed community-wide, with approximately 1,600 completed surveys returned, one-quarter in Spanish and three-quarters in English. A summary of the survey results are included in the Appendix of the Plan.

- *Focus Group Meetings* were conducted with key segments of the community to solicit targeted input on the particular issues and needs of these groups in Baldwin Park. Meetings were held with the following groups: Business Workers and Owners, Single-Female Head of Households, Youth, and Social Service Providers. Summaries of the Focus Group meetings are also included in the Appendix.

- Three ***Community Workshops*** were conducted at key stages during development of the Plan. The first workshop launched the public participation program and was structured as an informational session to answer questions about the program and to solicit input about issues of importance to the community. The second workshop focused on a discussion of land use alternatives for six special study areas in Baldwin Park, and the third workshop focused on presentation of the Draft Plan and solicitation of input in several key topic areas. A summary of each of the community meetings is included in the Appendix.

- The public had opportunities to address decision-makers directly regarding issues, concerns and desires at a series of ***City Council/Planning Commission Study Sessions*** both prior to preparation and during review of the Draft General Plan.

- The Draft General Plan and supporting documents were circulated for public review and comment before and during formal ***public hearings*** held before the Planning Commission and City Council.

Land Use Element

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LAND USE ELEMENT

Introduction

The Land Use Element is a guide to land use planning in Baldwin Park and provides a framework for the environmental and infrastructure issues examined in other General Plan elements. The Land Use element identifies how land will be used in the future - for housing, commercial and business centers, industry, public facilities and parks. The Plan for future land use reflects Baldwin Park's goals to maintain a quality environment for families, strengthen the community's image, and diversify and expand the local economy.

Purpose of the Element

The purpose of the Land Use Element is to describe present and planned land use activity, and address the relationship between development and environmental quality, potential hazards, and social and economic objectives. As a guide to future growth and development, the element identifies the general distribution, location, mix and extent of desired land uses including residential, commercial, industrial, public facilities and open space uses. Through the use of maps and tables, a clear and logical land use pattern is established, including standards for future development. A particularly important feature of the element is the Land Use Policy Map. This map shows the location, density, and intensity of development for future desired land uses in Baldwin Park. Finally, the goals and policies in the element establish a constitutional framework for future land use planning and development decisions in Baldwin Park.

The Land Use Element represents the City's desires for long range changes and enhancements of land uses within the City. The Land Use Plan builds on the established land use pattern to provide integration between existing community qualities and the community's vision for the future. Achieving the vision will be accomplished through continued public involvement and diligence by City elected officials and staff.

Element Scope and Content

The Land Use Element is comprised of three sections: 1) Introduction; 2) Issues, Goals and Policies; and 3) the Land Use Plan. In the Issues, Goals and Policies section, community land use issues are identified, and corresponding goals and policies are established to address these issues. The goals, which are overall statements of the City's desires, consist of broad statements of purpose and direction. The policies serve as guides for both for reviewing development proposals, and for accomplishing community development strategies. The final section of the element, the Land Use Plan, contains the Land Use Policy Map, and explains how the goals and policies will be achieved and implemented.

Related Plans and Programs

The scope and content of the Land Use Element is primarily governed by the *General Plan Law and Guidelines*, and the *Planning, Zoning and Development Laws* for the state (California Government Code Sections 65000-66009). In addition, a number of other relevant plans and programs play an important role in the formulation of land use policy for Baldwin Park. These include the following:

City of Baldwin Park Zoning Ordinance

The City's Zoning Ordinance divides the City into areas, called zoning districts, and establishes regulations for each district with respect to permitted uses, allowable density, building height, development character, etc. The Zoning Ordinance consists of a map which delineates the district boundaries and text which explains the purposes of areas, specifies permitted and conditional uses, and establishes development and performance standards. The Zoning Ordinance serves as the primary implementation tool for the Land Use Element and the goals and policies contained within it. The zoning map by law must be consistent with the General Plan Land Use Policy Map, and the zoning map will be revised to reflect the 2020 General Plan as adopted.

Redevelopment Plans

The State legislature has enacted laws which permit cities and counties to adopt redevelopment plans that are intended to revitalize and rehabilitate blighted areas. Redevelopment plans provide a means for government agencies to encourage private reinvestment in blighted areas through initial government assistance.

The Baldwin Park Redevelopment Agency has adopted six redevelopment project areas, the boundaries for which are illustrated in Figure LU-1. In terms of future redevelopment activities, the two most active Project Areas are Sierra Vista and Central Business District. Planned activities in these Project Areas are reflected in the Land Use Element's Plan and policies.

Redevelopment Project Areas

1. Central Business Redevelopment Project
2. Delta Redevelopment Project
3. Puente/Merced Amended Redevelopment Project
4. San Gabriel Redevelopment Project
5. Sierra Vista Redevelopment Project
6. West Ramona Redevelopment Project

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Figure LU-1
Redevelopment Project Areas

Livable Communities Study

The San Gabriel Valley's Livable Communities Case Studies (1998) outline urban design strategies intended to make downtown Baldwin Park and five other case study communities more pedestrian-friendly. These strategies include the promotion of pedestrian-friendly commercial areas that de-emphasize the use of automobiles and encourage walking and use of transit to work or entertainment venues within shopping districts. Key features of the Livable Communities concepts for downtown Baldwin Park included integration of multi-family and mixed-use housing developments; providing pedestrian connections across Ramona Boulevard; and capitalizing on the location of the Metrolink station adjacent to Downtown. The findings and recommendations of the Livable Communities Study were presented before the General Plan Vision Committee, and several of the Study's recommendations integrated into the Land Use Element.

California Environmental Quality Act Law and Guidelines (CEQA)

The California Environmental Quality Act requires a thorough analysis of potential environmental consequences resulting from a development project or from a plan that guides future development. CEQA provides a means by which City officials and the general public can identify the potential adverse affects a project will have on the community, and to allow for mitigation or avoidance of such impacts.

SCAG Regional Comprehensive Plan and Guide

The *Regional Comprehensive Plan and Guide* (RCPG) was developed with active participation from local agencies, elected officials, the business community, community groups, private institutions, and private citizens to minimize traffic congestion, improve air quality and the quality of life, and protect environmental quality throughout the six-county SCAG region. The RCPG is intended to function as a framework for decision-making for local governments, assisting them in working together through their subregional organizations, in order to meet federal and state mandates consistent with regional goals. Baldwin Park is one of 27 member governments which form the San Gabriel Valley Association of Cities, a subregion of Los Angeles County.

The policies contained in this Element have been developed in response to issues identified as part of the background research conducted as part of this General Plan, as well as issues identified by the community, the General Plan Vision Committee, City staff, and the City's decision makers. These policies address preservation of major areas of the City, revitalization of selected areas, and guidance of new development to those underdeveloped portions of the City.

An important component of the General Plan program for Baldwin Park is the identification of key opportunity areas for commercial and industrial development. Fifteen such areas were defined as part of the General Plan program, illustrated in the Focus Area Overview Map presented later in this section (Figure LU-4). These Focus Areas represent locations where long-term change and improvement are desired. Land use policies in each of these areas focus on physical land use actions which can achieve a long term vision for the area in the context of defined issues, constraints and opportunities.

This section begins with policies directed towards addressing Citywide land use issues, followed by policies specific to the fifteen Focus Areas. The Urban Design, Circulation and Economic Development elements also include policies directed at achieving comprehensive improvement in the Focus Areas.

Balanced Development in Baldwin Park

Goal 1.0 **Maintain a balanced mix and distribution of land uses throughout Baldwin Park.**

Policy 1.1 Provide opportunities for housing development at a range of densities and housing types that accommodate the varied interests and needs of present and future residents.

Policy 1.2 Maintain existing lower density character in identified single-family neighborhoods through establishment of new RS-7,500 zone district. (Figure LU-2 generally identifies neighborhoods with predominance of 7,500 square foot lots, with precise boundaries to be defined as part of rezoning process subsequent to General Plan adoption).

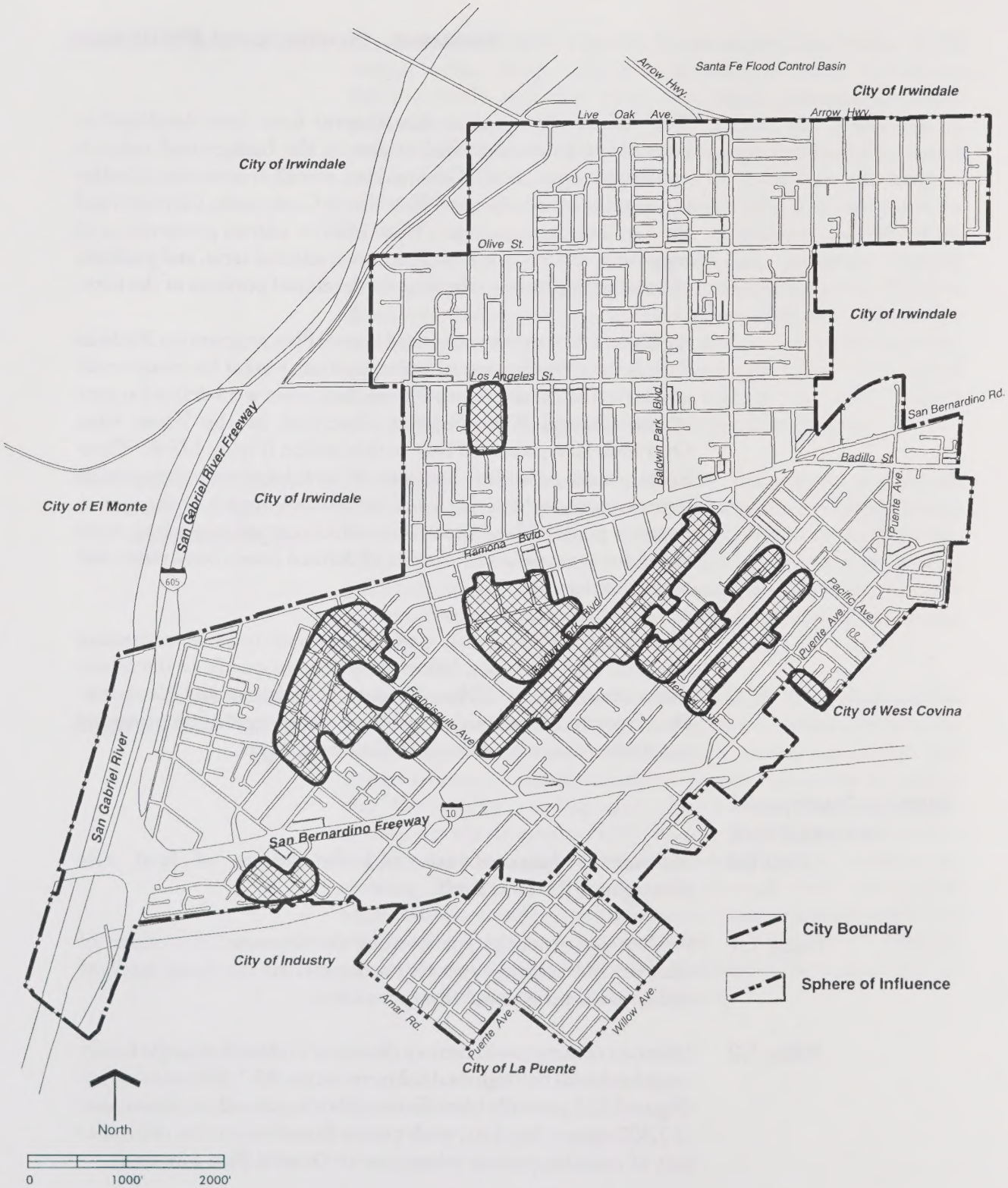

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Figure LU-2
Neighborhoods with Predominance of 7,500 Square Foot Lots

Policy 1.3 Provide for smaller lot single-family subdivision and infill through continued application of RS-5,000 zone district in existing single-family neighborhoods predominated by smaller lot sizes. Allow for reductions in the City's residential street width requirement in small lot subdivision developments.

Policy 1.4 Create opportunities for two different levels of commercial development: (1) commercial uses that meet the retail and service needs of the local resident and employee populations, and (2) regional-serving retail commercial businesses that capture revenues from a broader population base.

Policy 1.5 Improve existing industry and provide for an expanded industrial base by creating new areas for compatible industrial uses through both redevelopment and private enterprise.

Policy 1.6 Encourage mixed-use developments of residential, retail, and commercial uses in the Downtown and along the North Maine Avenue corridor as defined in the Land Use Policy Map under the Mixed Use designation.

Compatible and Complementary Development

Goal 2.0 **Accommodate new development that is compatible with and complements existing conforming land uses.**

Policy 2.1 Develop and implement a long term amortization program to provide for the eventual removal of non-conforming uses from residential, commercial, and industrial districts to allow for the effective implementation of General Plan policy. Permit residential uses to be replaced at existing densities if destroyed by fire or disaster.

Policy 2.2 Allow for continuation of residential uses within residential districts which are non-conforming due to density.

Policy 2.3 Develop guidelines to better integrate small lot subdivisions within the surrounding neighborhood context, and discourage use of gated entryways.

Policy 2.4 Prohibit future flag lot subdivisions, and strive to achieve single-family infill projects which complement the surrounding neighborhood setting.

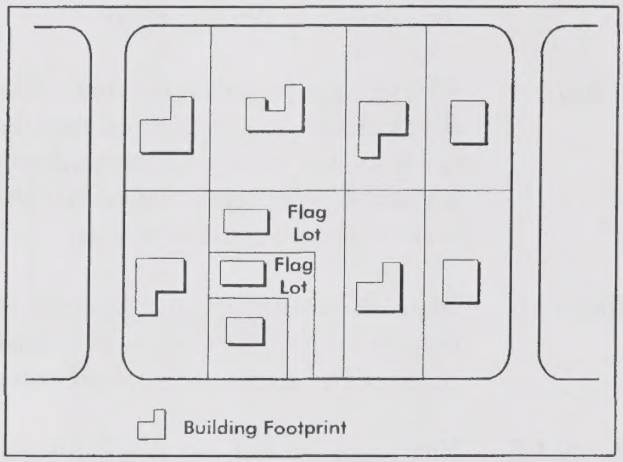


Figure LU-3
Flag Lot Subdivision

Policy 2.5 Require that multi-family, commercial and industrial development provide adequate buffers (such as decorative walls and landscaped setbacks) at the designated boundaries with adjacent uses to prevent impacts on residences due to noise, traffic, parking, light and glare, and differences in scale; to ensure privacy; and to provide visual compatibility.

Policy 2.6 Require that the external lighting of commercial and industrial properties be confined to the site to avoid adverse impacts on adjacent land uses due to light spillover or glare.

Policy 2.7 Require that automobile and truck access to commercial and industrial properties adjacent to residential parcels be located the maximum practical distance from the residential parcel.

Policy 2.8 Establish standards in the Zoning Code to ensure that all functional, noise, and other impacts associated with the development of residential units on an upper floor of any commercial structure be mitigated.

Revitalization of Deteriorating Uses and Properties

Goal 3.0 **Provide for the revitalization of deteriorating land uses and properties.**

Policy 3.1 Encourage and continue use of redevelopment activities, including provision of incentives for private development, joint public-private partnerships, and public improvements, in designated Redevelopment Project Areas.

Policy 3.2 Provide development incentives to facilitate the consolidation of individual parcels along the City's commercial corridors and in industrial districts.

Policy 3.3 Promote vigorous enforcement of City codes, including building, zoning, and health and safety, to promote property maintenance.

Policy 3.4 Encourage the rehabilitation of existing commercial facades and signage.

Policy 3.5 Provide financial assistance to eligible properties through residential and commercial rehabilitation programs.

Policy 3.6 Continue to implement a graffiti removal program to facilitate prompt removal of graffiti on private property.

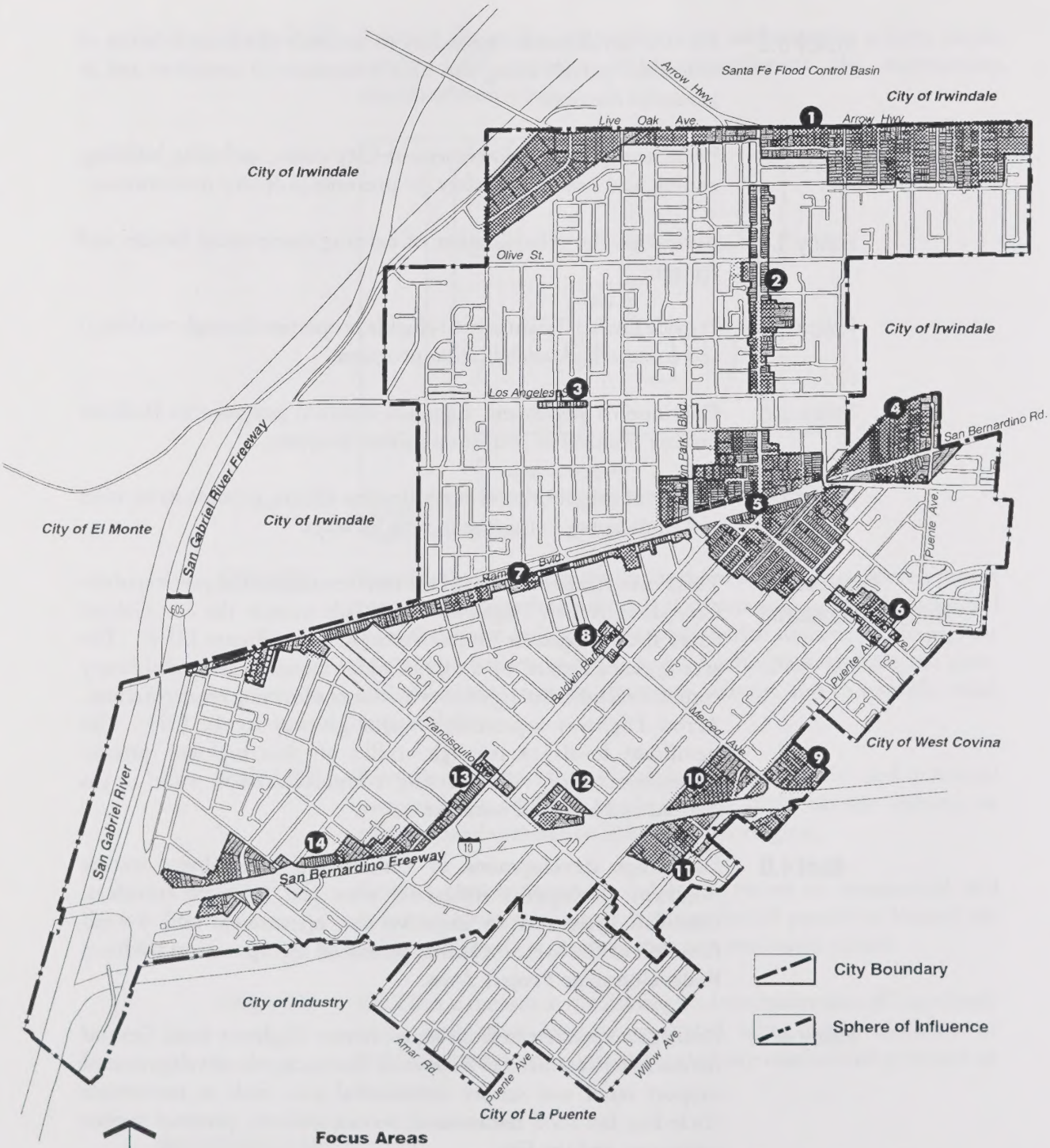
Policy 3.7 As part of neighborhood beautification efforts, provide street trees and landscaping in the public right of ways.

Focus Area: Northern Industrial

This Focus Area encompasses the northern industrial portion of the City along Arrow Highway which falls outside the San Gabriel River Redevelopment Project Area (Refer to Figure LU-4). The area is characterized by a mix of older manufacturing and heavy commercial uses, interspersed with nonconforming residential uses. Arrow Highway represents a major gateway to the City. The significant levels of through traffic on this highway present opportunities for visitor-serving commercial uses, such as gas stations and fast food restaurants.

Goal 4.0 **Encourage development of commercial uses along Arrow Highway to support industrial uses and to serve travelers. Establish programs to improve the appearance and overall function of the area, including potential incorporation within a Redevelopment Project Area.**

Policy 4.1 Redesignate properties fronting on Arrow Highway from *General Industrial* to *Commercial/Industrial*. Encourage the development of support retail and service commercial uses such as restaurants (including fast-food restaurants), service stations, personal service businesses, and the like.



North

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Focus Areas

1. Northeast Industrial Area
2. North Maine Avenue Corridor
3. Los Angeles/Merced Commercial Node
4. Auction Village Area
5. Downtown/Metrolink Area
6. Pacific Avenue Area
7. West Ramona Corridor
8. Baldwin Park/Merced Commercial Node
9. Baldwin Park Town Center
10. Big Dalton/I-10 Triangle
11. Dalewood/Puente/I-10 Area
12. Northeast Francisquito/Feather/I-10
13. Sierra Center-Adjacent Commericial
14. Bess/Garvey/I-10 Freeway Area

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Figure LU-4
General Plan Focus Areas

Policy 4.2 Pursue establishment of a redevelopment project area to facilitate lot consolidation and to provide opportunities for larger-scale industrial users.

Policy 4.3 Improve infrastructure within the area to create better circulation and access, to upgrade utilities, and to attract new users.

Policy 4.4 Develop zoning regulations that ensure adjacent residential neighborhoods are adequately buffered from potentially incompatible industrial uses.

Policy 4.5 Coordinate with the city of Irwindale on a streetscape program, including signage, to improve the appearance of the street. Pursue potential joint funding opportunities.

Focus Area: North Maine Avenue Corridor

The North Maine Avenue Corridor is characterized by an indiscernible land use pattern which alternates between small commercial and residential uses. The intersection of Maine and Olive contains a small grouping of stores which serve the north-east neighborhoods of the City. Two major public facilities on Maine Avenue - the Performing Arts Center and the Baldwin Park Continuing Education Center - present opportunities for establishment of complementary land uses.

Goal 5.0 **Designate the corridor *Mixed Use* and encourage creation of activity nodes around Performing Arts Center and Continuing Education Center, and Maine and Olive Avenue neighborhood commercial area.**

Policy 5.1 Establish Residential/Commercial Mixed Use designation between Hallwood and Olive Avenue to encourage the development of complementary uses near the Baldwin Park Adult School and Performing Arts Center, such as restaurants, bookstores, coffeehouses, and housing.

Policy 5.2 Require a minimum lot size of 15,000 square feet for new development within this *Mixed Use* district to encourage lot consolidation and creation of more cohesive developments..

Policy 5.3 Market City business assistance loan program for expansion and improvement to neighborhood-serving commercial uses. Provide commercial rehabilitation assistance for facade improvements.

Policy 5.4 Enhance street lighting at Maine Avenue and Olive Avenue to deter crime and foster a feeling of security.

Policy 5.5 Develop streetscape beautification improvements combined with traffic calming measures to facilitate pedestrian access to neighborhood- serving commercial uses.

Focus Area: Los Angeles/Merced Commercial Node

This neighborhood commercial cluster along Los Angeles Street has many buildings that were built in the '40s and '50s and is surrounded by older apartments and condominiums. This area can serve as a nearby provider of local services to neighborhood residents and an alternative to more distant shopping centers.

Goal 6.0 **Expand and upgrade existing neighborhood-serving commercial uses.**

Policy 6.1 Market City business assistance loan program for expansion and improvement to neighborhood-serving commercial uses.

Policy 6.2 Facilitate upgrading of existing neighborhood-serving businesses, such as neighborhood market and bakery, by offering commercial rehabilitation assistance for facade improvements.

Policy 6.3 Enhance street lighting to deter crime and foster feeling of security.

Policy 6.4 Continue aggressive implementation of City's graffiti removal program.

Policy 6.5 Pursue alternative uses for vacant or underutilized parcels such as parks or open space.

Focus Area: Auction Village

Included in the Sierra Vista Redevelopment Project area, this area is zoned *Commercial/Manufacturing* and contains almost exclusively older industrial and commercial buildings. The circulation system and substandard streets in Auction Village pose a constraint to significant industrial expansion. However, in spite of the area's obsolete buildings and poor circulation, it is one of the few areas in the City available for industrial use, and may present opportunities for site assembly.

Goal 7.0 **Apply new *Commercial/Industrial* designation to allow a broader range of non-industrial uses, and utilize redevelopment authority to provide necessary infrastructure improvements to facilitate industrial transition to office park environment. Also, increase code enforcement efforts to create a better eastern "gateway" image into the City off Ramona Boulevard.**

Policy 7.1 Rezone the area to narrow the range of permitted industrial uses and to encourage "clean" industrial uses, with support office and retail/service commercial businesses.

Policy 7.2 Use redevelopment programs and incentives to relocate businesses involving more intensive industrial activities to the North Industrial Area, and to attract cleaner industries to the Auction Village Area.

Policy 7.3 Pursue development of a Specific Plan for the area to develop comprehensive street and infrastructure improvements necessary to support industry.

Policy 7.4 Require adequate on-site parking and circulation of developments so that roadways serving these projects can better serve traffic demands. Site review requirements should discourage on-street parking.

Policy 7.5 Use redevelopment authority to consolidate lots to provide for more cohesive developments.

Policy 7.6 Market the City's business assistance loan program to facilitate improvements to individual buildings and lots.

Policy 7.7 Work to remove nonconforming residential uses in area, and prohibit expansion of existing nonconforming uses.

Focus Area: Downtown/Metrolink

This area encompasses the Maine/Ramona Central Business District, and includes several major nodes of activity including Morgan Park, the Civic Center and the Metrolink station. This part of the City was the original center of town, with many of the existing buildings dating back to the '20s and '30s. Though the area still retains much of its original pedestrian building orientation, newer projects have been allowed to break this pattern in favor of a more automobile-oriented design. The General Plan seeks to strengthen the economic vitality and aesthetic character of the downtown through establishment of a mixed use pedestrian district which builds on Livable Communities principles and techniques.

Goal 8.0 **Establish a pedestrian "core" for Downtown bounded approximately by Ramona Boulevard from Baldwin Park Boulevard to Bogart Avenue, and Maine Avenue between Ramona Boulevard and Clark Street. Create new *Mixed Use* General Plan designation for area, and establish as pedestrian district through development regulations, public improvements, and street design.**

Policy 8.1 Provide for a mix of commercial and multi-family residential uses up to 30 units/acre to create 24-hour activity in the Downtown. Allow mixed-use development to consist of vertical integration of commercial and residential uses, as well as mixed uses side by side, on a lot-by-lot basis.

Policy 8.2 Define Downtown as a pedestrian overlay zone, and require that new uses and buildings enhance pedestrian activity (refer to techniques outlined in Policy 3.1 of the Urban Design Element).

Policy 8.3 Prohibit the use of areas between the sidewalk and a building within the pedestrian orientation zone for parking.

Policy 8.4 Encourage the development of outdoor cafes, flower sales, stalls or kiosks, and other uses which are compatible with and stimulate pedestrian activity.

Policy 8.5 Restrict non-pedestrian friendly uses (e.g. offices) to 25 percent of the ground floor of any block in this zone.

Policy 8.6 Provide an area for limited commercial uses immediately south of the Metrolink platform and adjacent the Park and Ride area directed towards serving Metrolink riders. Establish a pedestrian linkage between the Metrolink platform and Downtown.

Policy 8.7 Create an active "paseo" in the courtyard of City Hall. Provide pedestrian connections to Downtown.

Policy 8.8 Pursue redesign of automobile-oriented shopping centers on Maine Avenue (Albertson's Center and Maine Avenue Marketplace) to orient some commercial uses towards Maine Avenue, and provide direct pedestrian access off Maine.

Policy 8.9 Work in conjunction with Chamber of Commerce to attract family-oriented entertainment uses to the Downtown, such as an arcade for youth, bowling, skating rink, etc.

Policy 8.10 Conduct community activities to draw people to the Downtown, such as street fairs, farmers markets, open concerts, ethnic celebrations, etc.

Policy 8.11 Pursue development of a Specific Plan for the Downtown to provide further direction on the precise land use, circulation and public improvement plan for the area.

Focus Area: Pacific Avenue

This commercial node at Pacific and Puente Avenues contains a mix of service stations, a self-service car wash, convenience stores, and an older commercial strip center. Several of these commercial uses are in deteriorated condition, and land uses function independently of one another rather than as a cohesive commercial cluster. Traveling northwest on Pacific Avenue, there exists the largest vacant residentially zoned property remaining in the City, representing an important opportunity for future new housing.

Goal 9.0 **Provide for a lower intensity commercial node at Pacific and Puente Avenues, and medium density residential uses north on Pacific.**

Policy 9.1 Support development of cohesive neighborhood commercial shopping centers and sites at the Pacific/Puente intersection.

Policy 9.2 Work toward the gradual elimination of nonconforming commercial uses in the area.

Policy 9.3 Market City business assistance loan program for expansion and improvement to commercial uses. Provide commercial rehabilitation assistance for facade improvements.

Policy 9.4 Encourage development of small lot, detached single-family houses on infill parcels, and encourage development of housing that provides opportunities for first-time home buyers.

Policy 9.5 Permit reduced public street widths within residential developments.

Focus Area: West Ramona Boulevard Corridor

The south side of Ramona Boulevard west of Downtown to the I-605 freeway contains a mix of commercial strip centers, individual commercial businesses, medium density townhomes, and several key vacant parcels. Several of the commercial strip centers are performing poorly with high turnover and vacancies. The medium density residential uses along this stretch of Ramona are in good physical condition, and enhance the aesthetic quality of the street.

Goal 10.0 **Allow for the transition of aging or underutilized commercial properties to residential use by designating the majority of the Ramona Boulevard corridor *Garden Multi-Family*. Concentrate commercial uses near the freeway and toward the entrance to Downtown.**

Policy 10.1 Facilitate the development of quality medium density housing along the south side of Ramona Boulevard, mirroring the quality and character of condominium developments on the north side of Ramona. Allow for a limited amount of higher density infill development to address the City's affordable housing needs.

Policy 10.2 Improve the physical appearance of Ramona Boulevard with street trees, a landscaped median, and other features to encourage motorists to stop and shop.

Policy 10.3 Ensure that commercial developments incorporate defensible space design concepts so that shopping centers are inviting, attractive, and easy to maintain.

Policy 10.4 Revise sign regulations and building codes to improve the physical appearance of commercial business on the boulevard.

Focus Area: Baldwin Park/Merced Commercial Node

This area represents another neighborhood serving commercial node, and includes an older strip commercial mini-mall development, a service station, and two churches. The commercial center has poor internal circulation and is in need of a facelift.

Goal 11.0 **Upgrade existing neighborhood-serving commercial uses to enhance accessibility to nearby residents.**

Policy 11.1 Facilitate upgrading of existing businesses by offering commercial rehabilitation assistance for facade improvements.

Policy 11.2 Market City business assistance loan program for expansion and improvement to neighborhood-serving commercial uses.

Focus Area: Baldwin Park Town Center

This freeway-oriented shopping center and the adjoining hotel were built in 1986 as part of the Puente/Merced Redevelopment Project. In spite of the high freeway visibility and good freeway access, the Center has evidenced an extremely high vacancy rate and lost its major anchor tenant. Pedestrian circulation between the shopping center, restaurant uses, and hotel/nightclub is poor.

Goal 12.0 **Redevelop center with major commercial user, taking advantage of access and visibility from I-10 Freeway.**

Policy 12.1 Maintain a successful shopping center, and ensure compatibility between the hotel and night club with shopping center tenants.

Policy 12.2 Pursue lease agreements with new retail shops which tie in with an anchor tenant.

Focus Area: Big Dalton /I-10 Triangle

This area includes approximately 20 acres of freeway visible properties bounded by Big Dalton, Merced, Puente and the I-10 Freeway. All properties lie within the Sierra Vista Redevelopment Project Area and have been identified as a high priority for redevelopment. Established uses include an assortment of older commercial/industrial uses, motels, and residential units.

Goal 13.0 **Encourage development of a high-volume commercial center that would benefit from high visibility and good access from Interstate 10.**

Policy 13.1 Redesignate properties within the area for commercial use to achieve land use goals consistent with the concept for the area.

Policy 13.2 Use redevelopment authority to relocate uses, consolidate lots, and to assist in creating a site suitable for a major commercial user.

Policy 13.3 Vacate or reroute Garvey Avenue east of Big Dalton Avenue, as appropriate and necessary, to improve the overall function of uses on the site.

Policy 13.4 Work with project developers to provide freeway frontage landscaping to enhance the visual image of the area.

Focus Area: Dalewood/Puente/I-10

This area is located within the Sierra Vista Project Area south of the I-10 Freeway at the eastern gateway into the City. The northern half of this area is zoned Freeway Commercial, but currently contains an assortment of small manufacturing uses. The southern portion of this area is developed with a mix of residential uses, including a mobilehome park. Certain portions of the area would be suitable for future large scale commercial development.

Goal 14.0 **Redevelop area with large commercial user.**

Policy 14.1 Capitalize on I-10 eastern gateway to City through consolidation of individual lots between Dalewood, Big Dalton, Puente, and the Walnut Creek Wash and provision of redevelopment incentives to attract a major retail user.

Policy 14.2 Encourage development of restaurant uses along Garvey Avenue to capitalize on freeway travelers.

Policy 14.3 Maintain *Multi-family Residential* designation for newer condominium complex immediately north of Walnut Creek Wash.

Policy 14.4 Work to improve freeway access both through efforts with Caltrans and local street improvements. Potential Caltrans improvement projects should be monitored and input provided where improved access could be developed. Improve directional signage off freeway.

Policy 14.5 Carefully review land use access and on-site circulation in redevelopment of area to best utilize the existing street system, which may have limitations due to the proximity of the freeway and roadway alignments.

Focus Area: Northeast Francisquito/Feather/I-10

This area north of the I-10 Freeway at Francisquito Boulevard is considered a high priority area for redevelopment within the Sierra Vista Project Area and has good visibility and freeway access. It contains a mix of uses including a trailer park, vacant lot, a used car lot, and single-family and multi-family residential uses.

Goal 15.0 **Allow for a mix of retail commercial, restaurant, and similar uses that benefit from high visibility and good access from Interstate 10, and uses that would complement the adjacent Sierra Center.**

Policy 15.1 Redesignate properties within the area for commercial use to achieve land use goals consistent with the concept for the area.

Policy 15.2 Use redevelopment authority to relocate uses, consolidate lots, and to assist in creating a site suitable for a cohesive development. Consider development with entertainment use, such as multiplex theater.

Policy 15.3 Provide a safe and easy pedestrian link between the area and the Sierra Center, as well as across Garvey Avenue.

Focus Area: Sierra Center-Adjacent Commercial

The block immediately across from the Sierra Center on Baldwin Park Boulevard contains several older single-family homes and interspersed vacant parcels, and is greatly underutilized. The north side of Francisquito Boulevard contains a mix of unrelated commercial and some small office uses. The economic success of the Sierra Center provides an opportunity to develop symbiotic commercial uses and capitalize on the flow of shoppers to the area. This area is considered a high priority area for redevelopment within the Sierra Vista Project Area.

Goal 16.0 **Redevelop existing uses on Baldwin Park Boulevard with cohesive commercial development. Upgrade commercial uses on Francisquito Boulevard.**

Policy 16.1 Redesignate area across from Sierra Center on Baldwin Park Boulevard *General Commercial*. Encourage the development of sit-down restaurants, bookstores, and other retail establishments to attract shoppers from Sierra Center, and nearby office and hospital employees.

Policy 16.2 Establish design criteria that promotes unified building and sign design, and complements the architecture of the Sierra Center.

Policy 16.3 Improve traffic flow and access to area by adding a traffic signal at Tracy and Baldwin Park Boulevard, and include a pedestrian crosswalk.

Policy 16.4 Establish a landscaped entry statement into the City at the I-10 westbound freeway offramp at Baldwin Park Boulevard.

Policy 16.5 Provide for rehabilitation and upgrading of commercial uses on Francisquito Boulevard.

Policy 16.6 Monitor the potential I-10 Freeway widening project and attempt to incorporate improvements to the Baldwin Park Boulevard overcrossing to better accommodate various modes of transportation.

Policy 16.7 Require adequate access for commercial redevelopment along Baldwin Park Boulevard so that freeway access is not impacted. This could involve widenings/turn lanes to serve the potential developments.

Policy 16.8 Re-evaluate the minimum lot size requirements contained within the Baldwin Park Boulevard Specific Plan to provide the proper balance between facilitating redevelopment of the area and ensuring quality development projects.

Focus Area: Bess/Garvey/I-10

This area includes most of the area along the north side of the I-10 Freeway between Syracuse and Baldwin Park Boulevard that falls within the Sierra Vista Redevelopment Project. The area is highly visible from the I-10 Freeway, and contains many blighted and underutilized industrial and heavy commercial properties. This area lacks good freeway access compared to other freeway sites.

Goal 17.0 **Encourage development of low-scale, low-intensity commercial and industrial uses that do not require easy freeway access and that are oriented primarily toward serving the local resident and business populations.**

Policy 17.1 Designate area *Commercial/Industrial* to allow a broad range of commercial and lower intensity industrial uses, including uses such as auto repair, contractor yards, and mini-storage facilities.

Policy 17.2 Work with Caltrans to improve freeway ramps.

Policy 17.3 Use redevelopment authority to acquire lots and provide internal circulation south of Bess Avenue.

Policy 17.4 Use redevelopment authority to relocate existing uses, consolidate lots, and to assist in creating sites suitable for cohesive development.

Policy 17.5 Work to eliminate non-conforming uses in area, and ensure adequate buffering of commercial and industrial uses from adjacent residential uses to north.

Stormwater Runoff Control

As described in the Open Space/Conservation Element, reducing further degradation of surface water bodies is a key regional goal. Baldwin Park participates in the Los Angeles County National Pollutant Discharge Elimination System (NPDES) permit program toward this end.

Goal 18.0 Minimize the impact of new development on regional water quality.

Policy 18.1 Evaluate development projects for compliance with NPDES requirements, aiming toward reducing pollutant loads in stormwater runoff, minimizing impervious surface areas, and minimizing peak flows.

The Land Use Plan and Policy Map describe the approach to be used in implementing the Land Use Element goals and policies. The locations of future land uses are presented on the Land Use Policy Map (Figure LU-5). The Land Use Plan focuses on preserving and enhancing existing single-family neighborhoods; providing additional opportunities for multi-family and affordable housing; facilitating new commercial development along the San Bernardino Freeway (I-10) corridor; upgrading older industrial areas; improving land use compatibility; and revitalizing the Central Business District. The Plan establishes a new *Mixed Use* land use category for Downtown which provides for the integration of commercial and multi-family residential uses, and creation of a pedestrian district.

Land Use Policy Considerations

A wide range of natural and human-induced environmental factors are considered in the formulation of land use policy. Areas of special environmental significance, potential safety hazards, limitations of existing infrastructure, and the nature and character of existing development all influence land use policy.

Baldwin Park is a densely developed urban environment. The policies set forth in the Land Use Element recognize both the benefits and disadvantages of the City's past and present development patterns. Land use policy under the General Plan does not propose drastic, large-scale changes to the City's built environment. Rather, the long-range goals and policies in this Element are intended to create and maintain compatible, complementary development based on the positive aspects of established land use patterns.

The Public Safety Element identifies areas of Baldwin Park subject to such environmental constraints as flooding, dam inundation, high liquefaction, seismic conditions, and exposure to hazardous materials. The Noise Element identifies areas subject to high noise levels. The Open Space and Conservation Element identifies areas containing important natural resources. The Circulation Element describes roadway/transportation system capacities. These constraints, consisting of both natural and human-caused factors, influence long-range land use planning and are discussed in detail in each of the respective General Plan elements.

Legend

- Single-family Residential (0-8.7 du/acre)
- Garden Multi-family Residential (8.8-12 du/acre)
- Multi-family Residential (12.1-20 du/acre)
- Neighborhood Commercial
- General Commercial
- Mixed Use (0-30 du/acre)
- Commercial/Industrial
- General Industrial
- Parks
- Public Facilities

- City Hall
- Library
- School
- Fire
- Police
- Metrolink Station

North

0 2,000 4,000 Feet

BALDWIN PARK

Figure LU-6
Land Use Policy Map

November 20, 2002

Land Use Designations

Table LU-1 summarizes the General Plan land use categories for Baldwin Park, described in greater detail in the section which follows. These designations indicate the type and nature of development permitted in a given location, as illustrated on the Land Use Policy Map.

Land Use Intensity/Density

State General Plan law requires that each land use category include a limit on the maximum permitted intensity of land use. For residential uses, that limit is stated in terms of density (maximum number of units per net acre of land). For non-residential uses, the floor-area ratio, or FAR, is used. The FAR describes the relationship between the total building area on a property and the size of that property. For example, a 10,000 square foot building on a 20,000 square foot lot yields an FAR of 0.5. Or, given an FAR limit of 1.0 and a 20,000-square-foot property, the maximum permitted building square footage would be 20,000 square feet. This relationship is illustrated in Figure LU-6.

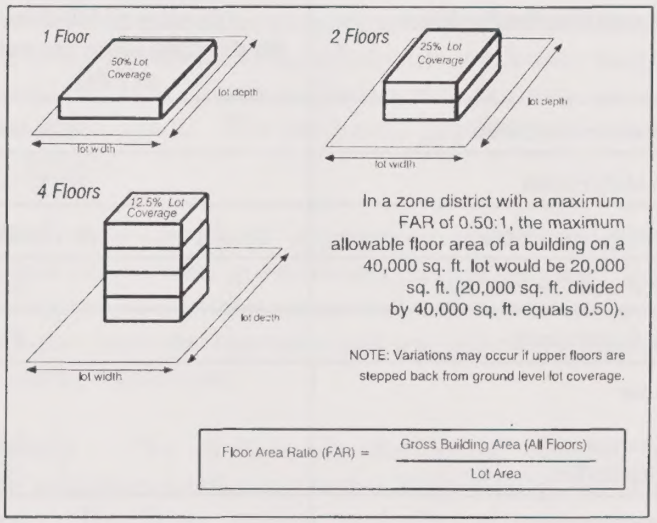


Figure LU-6
Floor Area Ratio

Table LU-1 lists each of the land use designations for the City and provides a corresponding indication of the maximum intensity/density of development on that parcel. Maximum allowable development on individual parcels of land is to be governed by these measures of intensity or density.

Table LU-1 also includes the average or expected overall levels of development within each land use category on a citywide basis. These average levels of development represent an anticipated intensity/density and are, therefore, less than the maximum allowed. Due to roadway constraints, placement of existing buildings, zoning requirements, and other factors, not every parcel in the city will in the future develop to the maximum intensity allowed.

Table LU-1
Land Use Designations

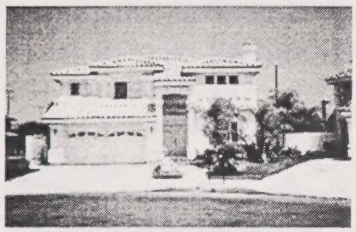
Land Use Designation	Maximum Permitted Density or Intensity (in dwelling units per net acre or FAR)	Average Density or Intensity (in dwelling units per net acre or FAR)
Single-Family Residential	0 to 8.7 du/ac	7.8 du/acre
Garden Multi-Family	8.8 to 12 du/ac	10.8 du/acre
Multi-Family Residential	12.1 to 20 du/ac	18 du/acre
Neighborhood Commercial	0.60 FAR	0.30 FAR
General Commercial	2.00 FAR	0.25 FAR
Mixed Use		
Commercial	1.50 FAR	0.35 FAR
Residential	30 du/ac	30 du/ac
Commercial-Industrial	1.00 FAR	0.30 FAR
General Industrial	0.75 FAR	0.45 FAR
Public Facility	1.00 (a)	0.20 (a)
Park	(b)	N/A
Streets and other Rights-of-way	N/A	N/A

Notes: (a) Flood control and other rights-of-way are excluded from these development intensity standards.
(b) Due to the open space nature of this use, no development intensity has been assigned.

Land Use Category Descriptions

Descriptions of each of the land use designations shown on the Land Use Policy Map are provided to delineate the general types of uses allowed and their corresponding intensities or densities. These use descriptions, types and limitations are defined further as specific uses within the City's Zoning Ordinance.

Residential Categories



Single-Family Residential

Single-Family Residential - This category is established to allow traditional single-family homes, with one dwelling permitted per legal lot. Residences in this category consist generally of single-family detached houses with private yards. Permitted density is 0 to 8.7 dwelling units per acre. The maximum population density is 40 persons per acre.

Additional uses considered appropriate within this category include religious and educational institutions, group homes, community care facilities, and parking lots for adjacent commercial or industrial uses, provided any such use meets development and use criteria set forth in the City's zoning regulations.

Garden Multi-Family - This category provides for moderate density housing either as attached or detached units at a density range of 8.8 to 12 units per acre. These residences include usable private and common open space. The maximum population density is 54 persons per acre.

Garden Multi-Family

Additional uses considered appropriate include religious and educational institutions, group homes, community care facilities, and parking lots for adjacent commercial or industrial uses, provided any such use meets development and use criteria set forth in the City's zoning regulations.

Multi-family - The Multi-family Residential category allows dwelling unit types similar to Garden Multi-family, but at higher densities. Dwellings consist typically of apartments and condominiums built at a density range of 12.1 to 20 units per acre. The maximum population density is 91 persons per acre.

Additional uses considered appropriate include religious and educational institutions, group homes, community care facilities, and parking lots for adjacent commercial or industrial uses, provided any such use meets development and use criteria set forth in the City's zoning regulations.

Commercial Categories

Neighborhood Commercial - This General Plan land use category is provided to accommodate low-scale, low-intensity, neighborhood-serving commercial developments within or adjacent to residential neighborhoods. Examples of neighborhood commercial establishments include bakeries, small markets, laundromats, hardware stores, and medical offices. The maximum permitted development intensity is a floor-area ratio (FAR) of 0.6.

Mixed Use Category

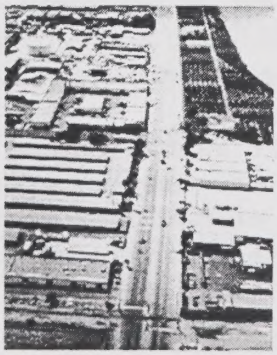
General Commercial

General Commercial - The General Commercial category is established to provide opportunities for a broad range of retail, office, and service-oriented commercial uses designed to meet the needs of both the local residential and business communities, as well as to meet regional shopping and service needs. Uses are generally located along major thoroughfares and the freeway corridors. The maximum permitted FAR for General Commercial uses is 2.0.

Mixed Use - The Mixed Use (C/R) category has been established to provide opportunities for mixtures of commercial, office, and residential uses in the same building, on the same parcel of land, or side by side within the same area. Allowable uses include those identified in the Multi-family Residential and General Commercial categories. Multi-family residential development is allowed at densities up to 30 units per acre without a requirement for commercial uses.

Commercial development is allowed up to an FAR of 1.5 without a requirement for accompanying residential uses. However, commercial uses are permitted on the ground floor of an otherwise residential building. If a site in an area designated Mixed Use includes both residential and commercial uses, a density incentive of 25 percent may be granted, permitting an overall FAR of 2.0.

Industrial Categories



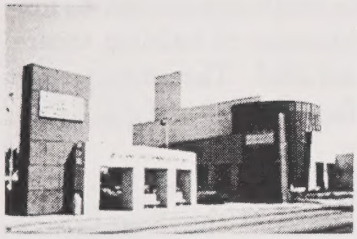
Commercial/
Industrial

Commercial/Industrial - This General Plan land use category is established to permit commercial, light manufacturing, and office uses in both business park settings and as individually developed lots. The maximum permitted FAR is 1.0.

The Commercial/Industrial designation applies to properties along the I-605 and I-10 Freeway corridors and certain properties along arterial roadways. The designation encourages a mutually beneficial mix of service/retail commercial businesses with light industrial activities and professional office uses. These interrelationships are further defined by zoning districts applied to properties designated Commercial/Industrial.

General Industrial - This category provides for areas where a broad range of assembly, manufacturing, and material production businesses can operate without adversely impacting surrounding land uses. A limited range of commercial businesses is also permitted to support the businesses and work force (for example, eating establishments, service stations, hardware stores). The maximum permitted FAR is 0.75.

Public/Semi-Public Categories


Public Facility

Public Facilities - The Public Facilities (PF) category is established to provide areas throughout the City for a variety of public, quasi-public, and institutional facilities. The primary land uses permitted include:

- Public buildings, including but not limited to, City Hall, public libraries, and police and fire facilities
- Quasi-public facilities such as public utility facilities, water wells, and similar uses
- Institutional uses such as public and private schools
- Hospitals

For each type of development, zoning ordinance regulations will control the maximum permitted intensity of development. For uses with habitable structures (for example, schools, City facilities, hospitals), the FAR shall not exceed 1.0. Where a use does not include a habitable structure, such as a utility transformer station or water well housing, no FAR regulations apply.

Parks - All public parks and City-owned recreational facilities are included in the Parks category. While parks represent the primary permitted use, permitted recreational facilities include public gymnasiums, multi-purpose buildings such as the Morgan Park Community Center, child care centers for City-sponsored programs, and similar uses of a public-serving nature. No intensity restrictions apply to the Parks category.

Small neighborhood mini parks are permitted in all of the land use categories, subject to approval by the City Council.

To provide flexibility while retaining control over land uses, the Baldwin Park Zoning Code allows for conditional use permits within each zone. Conditional use permits allow certain specified land uses, provided that specific conditions are met. Design standards, design review, and City staff consultation and monitoring help ensure that any project not permitted by right within a particular area is individually investigated and analyzed before a conditional use permit is issued.

The City also has the authority to create Planned Development (PD) Overlay zones. These areas are subject to development policies and guidelines which foster a variety of uses and designs not otherwise possible under conventional zoning controls. The Planned Development zone is incorporated into the Baldwin Park Zoning Code.

Effect of Land Use Policy

The distribution of land uses citywide is presented in Table LU-2, which identifies each land use designation, its associated land use acreage, and the total land use acreage for all planned land uses in the City. The table also provides estimates of the total number of residential dwelling units planned and the resulting population. For commercial and industrial land uses, estimates of building square footage at General Plan buildout are included. The estimates are based on the average density/intensity factors listed in Table LU-1.

The Draft Land Use Policy Map is presented in Figure LU-6 at the end of this section. A large scale version of this map can be referenced at City Hall. The map graphically depicts the Plan's land use policies and indicates the land use designations which will help to accomplish the goals established in the General Plan.

Residential Growth

Baldwin Park is largely a built-out community with little vacant land available for development. The Land Use Policy map provides for a range of residential densities that are generally compatible with existing developed densities. However, many multi-family developments were constructed within primarily single-family neighborhoods prior to adoption of the City's 1989 General Plan, which redesignated these areas for long-term single-family use. In keeping with the City's desire to preserve its single-family neighborhoods, the proposed Land Use Policy maintains all areas currently designated Single-Family Residential. Furthermore, a new lower density single-family zoning designation of 5.8 du/acre is proposed for areas with concentrations of larger single family lots as a means of preserving the lower density character of these areas.

Table LU-2
Land Use and Population Estimates - General Plan Buildout

Land Use Designation	Net Acres	Avg. General Plan Density/ Intensity	Potential Dwelling Units (a)	Population Forecast (persons) (b)	Potential Square Feet
Single Family Residential	1,783	7.8 du/acre	13,907	62,999	
Garden Multi-Family	174	10.8 du/acre	1,879	8,512	
Multi-Family Residential	169	18 du/acre	3,042	13,780	
Neighborhood Commercial	21	0.30 FAR			274,000
General Commercial	221	0.25 FAR			2,400,000
Mixed Use Commercial Residential	 48 12	 0.35 FAR 30 du/acre	 360	 1,631	732,000
Commercial-Industrial	196	0.30 FAR			2,560,000
General Industrial	243	0.40 FAR			4,200,000
Public Facility	510(c)	0.20 FAR			2,600,000
Park	27	N/A			
Streets and other Rights-of-way	929	N/A			
Total	4,333		19,188	86,922	12,766,000

Notes:
(a) For purposes of estimating realistic growth potential in the City's residential areas, the General Plan assumes existing residential developments which exceed permitted General Plan densities will not recycle to the lowered density during the time frame of this Plan.
(b) The number of persons per household is an average of 4.530, as reported by the California Department of Finance, January 2000.
(c) A total of 221 acres of Public Facilities are comprised of flood control and other rights-of-way and thus are excluded from these development intensity standards.

The lowered density thresholds established in the 1989 General Plan for the Garden Multi-Family and Multi-Family Residential designations have been maintained. New opportunities for housing will occur primarily in areas designated Mixed-Use, including the greater downtown area and along North Maine Avenue; in expanded areas designated Garden Multi-Family along west Ramona Boulevard; and on two vacant sites on Dalewood Street and Pacific Avenue. Residential buildout under the proposed Land Use Plan would result in a total of 19,188 dwelling units, or an increase of 1,803 units over the baseline (1998) housing stock of 17,385 units. The associated population under residential buildout is estimated at 85,291.

Commercial Growth

The Land Use Plan focuses growth in the Commercial sector along the I-10 Freeway corridor, in Downtown, and along key arterial roadways. In addition, several neighborhood-serving commercial nodes are provided for at key intersections in residential areas. A major goal of the Land Use Plan is to establish a viable pedestrian district in the Downtown, consisting of both retail and commercial and higher density residential uses. In support of this goal, the Plan establishes a new Mixed Use designation which allows for both housing and commercial uses, and provides density incentives for commercial projects which include a residential component. Buildout has the potential to result in a total of up to 3.406 million square feet of commercial and office uses, exclusive of commercial uses within Commercial-Industrial areas.

Industrial Growth

Industrial uses will continue to be focused in the northern portion of the City off Arrow Highway; in the Auction Village area; south of the I-10 Freeway; and west of the I-605 Freeway. Buildout could result in up to a total of 2.56 million square feet of Commercial-Industrial and 4.2 million square feet of General Industrial uses.

Sphere of Influence

The City's 344-acre sphere of influence located immediately south of the City boundary is entirely built out with approximately 1,650 single-family homes. No additional growth or subdivision potential exists within this area. This area also contains Basset Park, an eight-acre neighborhood park which primarily serves the surrounding unincorporated area, as the Walnut Creek Wash serves as a barrier to Baldwin Park neighborhoods to the north. The Baldwin Park 2020 General Plan designates this area Single Family Residential and Park, consistent with existing uses.

Urban Design Element

2020 General Plan

BALDWIN
P · A · R · K

City of Baldwin Park
2020 General Plan

Urban Design Element

November, 2002

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URBAN DESIGN ELEMENT

Introduction

Purpose of the Element

The Urban Design Element addresses the City's visual and aesthetic resources, focusing on the quality and character of public areas and private development in Baldwin Park. It builds upon the Land Use Element.

The goals of the Urban Design Element can be attained with a reasonable level of resources. The City's built-out condition does not require aggressive urban design plans to change the basic nature of the City's existing districts. The challenge is to work carefully with existing assets and provide an overall visual structure that builds a city identity, links its neighborhoods, and increases awareness of its assets and resources.

Element Scope and Content

The Urban Design Element defines Downtown and other major districts, neighborhoods, freeway corridors, boulevards, and open spaces with distinctive appearances and qualities. Goals and policies are referenced to the Land Use Element and other components of the General Plan.

The first section of the Element identifies issues, goals and policies that support important urban design improvements for Baldwin Park. The second section of the Element, The Urban Design Plan, presents urban design concepts and recommendations related to specific parts of the City.

Related Plans and Programs

Design guidelines for specific types of development supplement the policy recommendations of the Urban Design Element. Published as separate documents, they are to be used by developers, property owners, and design professionals in the planning of new construction or major renovations in the City. They are also to be used by City staff, Commissions, and the City Council as adopted criteria for the review of development proposals subject to discretionary design review.

These guidelines include:

- *Design Guidelines for Single-Family Detached Planned Residential Development*
- *Design Guidelines for Single-Family Detached Residential Tract Development*
- *Design Guidelines for Commercial and Industrial Development within the Sierra Vista Redevelopment Project Area*

These guidelines may be amended from time to time as needed.

Issues, Goals and Policies

The following six major issues are addressed by the goals, policies and implementation actions of the Urban Design element: (1) provide urban design opportunities for gateway entrances in Baldwin Park; (2) establish a positive image on the I-10 San Bernardino Freeway corridor; (3) establish Downtown as a pedestrian-oriented zone; (4) enhance the aesthetic quality of development in the City; (5) improve streetscape environments to enhance the city's environmental conditions; and (6) enhance residential neighborhoods in Baldwin Park.

Gateway Entrances

A "gateway" is a city access or point of entry. The two primary gateways are located on Ramona Boulevard just east of I-605 and on the east side at Badillo Street. Improvement of established and creation of new gateways will begin to create a sense of identity and place for Baldwin Park within the San Gabriel Valley.

Goal 1.0 **Improve City gateway entrances to welcome visitors and enhance the city image at primary and secondary entrances to the City.**

Policy 1.1 Provide new City monument signs at primary gateways:

- Ramona Boulevard & 605 Freeway gateway
- Los Angeles Street gateway (west side)
- Pacific Avenue gateway
- Baldwin Park Boulevard (south City limits)
- Maine Avenue at Arrow Highway
- Arrow Highway (east City limits)

Policy 1.2 Provide new City entry signage at secondary gateways:

- Francisquito Avenue (south City limits)
- Puente Avenue (south City limits)

Policy 1.3 Establish a consistent design style for all public signage, including fixture type, lettering colors, symbols, and logos.

I-10 San Bernardino Freeway Corridor

The I-10 San Bernardino freeway corridor extends through the south side of the City between the I-605 and Baldwin Park Boulevard. Due to its location and high volume of commuters, it is a "regional window" where Baldwin Park's image is perceived. The issues identified in this corridor include lack of landscaping, need for screening of undesirable views and need for a gateway entry statement at the on-ramps. The I-10 corridor offers a great opportunity to present a positive City image.

Goal 2.0 **Establish a positive City image on the I-10 Corridor between I-605 and Baldwin Park Town Center (Merced Avenue). Create a "green corridor" on both sides of the freeway.**

Policy 2.1 Provide coordinated landscape design within the corridor.

- Coordinate with Caltrans during the I-10 widening and access improvements for landscape enhancements, soundwall design and materials, signage and access.
- Plant clinging vines to all freeway abutments, grade separations and pedestrian bridges to enhance the green corridor concept and discourage graffiti.

Policy 2.2 Establish landscape buffers and/or aesthetically treated walls to screen unsightly views.

Policy 2.3 Provide special landscaping and gateway signage and graphics at key freeway access points.

Downtown

The Downtown area consists of the portion of Ramona Boulevard between Baldwin Park Boulevard and Bogart Avenue, and the section of Maine Avenue between Ramona Boulevard and Clark Street. Downtown is defined by a commercial area consisting of small retail shops on both sides of Ramona Boulevard, with off-street parking in front of the shops. Ramona Boulevard is a multi-lane traffic corridor to the I-605 freeway, and traffic often passes through the Downtown community rather than stopping at local shops.

Currently, Downtown lacks a pedestrian-friendly environment because the expansive Ramona Boulevard width tends to divide the north and south sides of Downtown. There is also a lack of direct access to the Metrolink Station, City Hall, and to Morgan Park. Downtown has all the elements to be a pedestrian-friendly environment. The challenge is to link the key Downtown elements, calm traffic, and improve the aesthetic image through design and quality materials.

Goal 3.0 **Establish Downtown as a pedestrian-friendly environment.**

Policy 3.1 Define Downtown as a pedestrian-overlay zone and require that new uses and buildings enhance pedestrian activity through the use of:

- Walls which are aesthetically treated by the use of color, textured materials, offset planes, recessed entries and windows, columns, and other architectural details to provide visual interest to pedestrians
- Extensive landscaping, including trees, flowering shrubs and groundcover
- Pedestrian amenities, such as street furniture, trash receptacles and signage oriented to the pedestrian
- Design amenities related to the street-level, such has awnings, colonnades, arcades and paseos
- Visual access to the interior of buildings

Policy 3.2 Develop a streetscape program, including signage, undergrounding of utility lines, and street tree planting, to improve the appearance of Maine Avenue. Establish a district gateway entrance into Downtown by extending the Maine Avenue streetscape concept from Downtown north to the Performing Arts Center.

Policy 3.3 Examine potential transit opportunities which could be developed to link this area with the Metrolink station.

Policy 3.4 Establish a pedestrian linkage between the Metrolink Station and Downtown.

- Connect to Downtown by establishing a street promenade from Railroad Avenue to Ramona Boulevard
- Enhance the west pedestrian connection on Downing Avenue to City Hall and Downtown
- Evaluate the establishment of a pedestrian crossing over the rail right-of-way to connect the Metrolink Station to Downtown. Alternatives to consider include: at grade crossing, pedestrian bridge and second level pedestrian way connecting a building.

Policy 3.5 Create an active "paseo" in the courtyard of City Hall to connect to Downtown. Continue the colonnade concept on Maine Avenue to the south side of Ramona Boulevard connecting to the City Hall courtyard. Provide a paseo between the City Hall courtyard to the street promenade, and enhance with landscaping, paving and lighting.

Policy 3.6 Establish a mid-block pedestrian connection between the north and south side of Ramona Boulevard with a pedestrian activated signal. Utilize traffic calming techniques such as enhanced paving within the crossing to provide a visual and auditory change in surfaces.

Policy 3.7 Extend the Maine Avenue streetscape south on Pacific Avenue to the Dalton Wash.

Policy 3.8 Establish public graphics and signage for Downtown.

- Develop Downtown logo
- Develop public graphics and signage program for Downtown

Policy 3.9 Consider Downtown as a museum without walls by creating areas for public art such as murals, sculptures, and fountains.

Policy 3.10 Complete streetscape improvements on the south side of Ramona Boulevard.

- Provide street trees, street furniture and aesthetic wall and fencing design for the Corridor. Coordinate landscaping with the new sequence of land use patterns.
- Complete undergrounding of the utility lines on Ramona Boulevard.

Aesthetic Quality of Development

The quality of development in Baldwin Park depends upon the implementation of good design based upon adopted development standards and guidelines. These standards and guidelines are to be evaluated for their effectiveness and accomplishment of their stated objectives.

Goal 4.0 **Enhance the aesthetic quality of development in the City.**

Policy 4.1 Require that signage on commercial structures be compatible and integrated within the structure's architecture.

Policy 4.2 Review and revise, as necessary, the City's development standards to improve the quality of new development and to protect public health and safety.

Streetscape Environments

The City's arterial streetscapes form the visual frame of the community. These major streetscapes are the paths of movement from which most residents and visitors experience the community. Streetscape improvement issues include overhead power lines, lack of street trees, and lack of consistent street furniture, lighting and signage. The community's image can be readily enhanced and reinforced by the repetition of these distinctive streetscape elements.

Goal 5.0 **Promote urban forestry concepts to enhance the environmental conditions in the city by providing shade, shelter from inclement weather, improved air quality, and aesthetic improvements to neighborhoods.**

Policy 5.1 Develop a city-wide master street tree plan.

Policy 5.2 Coordinate street tree planting with street widening and sidewalk improvement projects.

Policy 5.3 Maintain and conserve existing street trees, and require replacement where trees are removed.

Policy 5.4 Establish street tree management plan and policies to monitor, maintain and replace the City's street trees.

Policy 5.5 Encourage residents to be active in taking care of their parkway trees. Provide educational programs and materials in the care of trees and concepts of urban forestry.

Policy 5.6 Establish a priority plan and program to underground utility lines at key areas in the City to provide tree planting opportunities.

Residential Neighborhoods

The chain link and wrought iron fences found in many of the neighborhoods exhibit an unfriendly neighborhood image and imply security problems. Proper street tree planting in keeping with the scale and image of a safe, clean neighborhood is needed. Baldwin Park's neighborhoods can be enhanced to create a better aesthetic environment.

Goal 6.0 **Enhance the neighborhood environments within Baldwin Park.**

Policy 6.1 Provide guidelines for aesthetically pleasing front yard fencing and fence hedge plantings to minimize the utility chain-link gated look.

Policy 6.2 Buffer residential from non-residential uses with aesthetically pleasing walls, landscaping and/or fencing.

Policy 6.3 Provide educational programs and materials for residential landscaping and water conservation methods. Provide plant list suitable for Baldwin Park's horticultural environment.

Policy 6.4 Within residential streets, select street trees which will provide substantial amount of shade and provide canopies over the street at maturity.

Urban Design Plan

The Urban Design Plan addresses improving the quality and visual images of the City. The Urban Design Plan is an overall master plan that develops a design framework to guide future improvements and redevelopment of the City's districts and neighborhoods to insure continuity and proper execution of the plan. The Urban Design Plan will provide guidance for decision makers and staff, ensuring continuity of execution over time.

Although Baldwin Park is largely a built-out community, the City has the opportunity to improve its overall image by capitalizing on the quality of its best sections, improving its public rights-of-way, and enhancing development standards for new construction and redevelopment. The key features of the Urban Design Plan are illustrated in Figure UD-1 and are discussed as follows. They include:

- City Gateway Entrances
- I-10 San Bernardino Freeway Corridor
- Streetscape Improvements
- Downtown
- Neighborhood Improvements

City Gateways

Entrances to the City should be marked by distinctive design features that clearly communicate the community's commitment to high quality design and development.

As illustrated by Figure UD-2, the gateways are preferably located on a raised median island and/or in parkways on both sides of the street. Some form of substantial monumentation bearing graphics to reinforce City identity, accompanied by complementary landscape plantings and accent lighting, should welcome visitors and residents alike. Specimen trees and annual color can often be effectively incorporated in gateway monumentation. These gateways are recommended at primary and secondary entrances.

City Boundary

Sphere of Influence

Corridor

Open Space

Primary City Gateway

Secondary City Gateway

North

0 1000' 2000'

1 Performing Arts Center and Community Adult School

2 Barnes Park

3 Central Park West

4 City Hall and Old School Auditorium

5 Library

6 Metrolink Station

7 Morgan Park/ Community Center

8 Old Electric Power Station

9 Road Side Park

10 Walnut Creek Nature Park

11 Walnut Creek Wash

BALDWIN PARK

Figure UD-1
Urban Design Plan

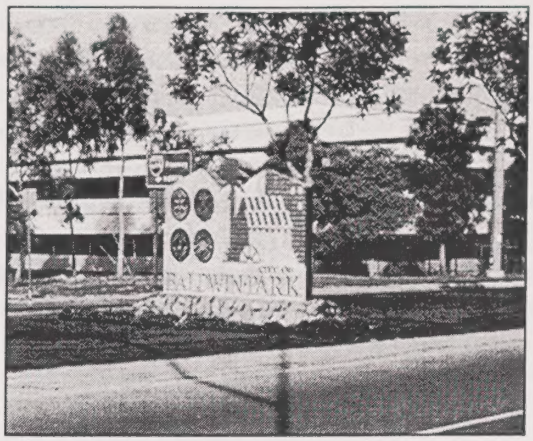


Figure UD-2
City Gateway Signage

Entrances to the community should be created at each of the following primary gateways, as illustrated in Figure UD-1.

- Ramona Boulevard and I-605 Freeway gateway
- Los Angeles Street gateway (west side)
- Pacific Avenue gateway
- Baldwin Park Boulevard (south City limits)
- Maine Avenue at Arrow Highway (north City limits)
- Arrow Highway (east City limits)

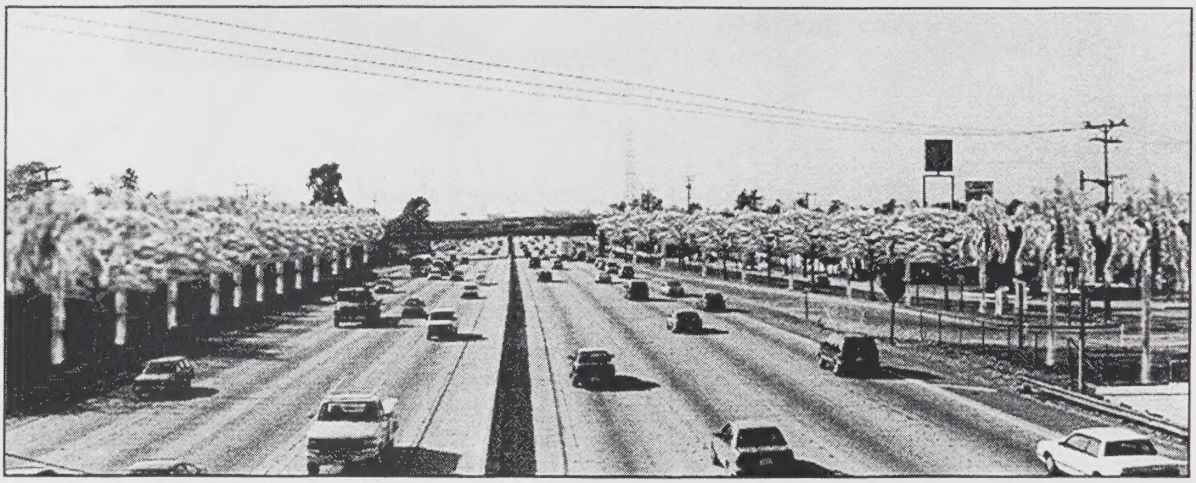
Secondary gateways should be recognizable by appropriate monumentation and plantings while still reflecting the primary gateway theme. At a minimum, new entry signage should be provided at the following secondary gateways:

- Francisquito Avenue (south City limits)
- Puente Avenue (south City limits)
- Badillo Avenue (east City limits, existing)

I-10 Freeway Corridor

The I-10 Freeway, traversing the City along its southern edge, offers windows to the community and a unique opportunity to enhance Baldwin Park's image within the region. Freeway access and points of entry at major arterials offer opportunities to create well-designed municipal gateways.

The photo simulation below illustrates the concept by enhancing both sides of the I-10 Freeway with a well landscaped corridor within the Caltrans and City right-of-way, creating a colorful and green passage through Baldwin Park. Objectionable views should be screened from public view, and freeway soundwalls should be planted with clinging vines to soften the wall surface and discourage graffiti. When new development occurs along the corridor, developers should contribute and participate in the enhancement of the freeway corridor.



Landscape Enhancement to I-10 Freeway Corridor

Streetscape Improvements

Key arterials form the visual frame of the City, leading from points east, west, north and south to the heart of the community in Downtown. These major streets are the paths of movement from which most residents and visitors experience the community. These streets are given high priority as elements for upgrading City image. Baldwin Park Boulevard, Ramona Boulevard, Pacific Avenue, Arrow Highway, and Maine Avenue are recommended for such treatment.

Along these key arterials, the community's image can be readily enhanced and reinforced by the repetition of distinctive streetscape elements, including:

- Street Trees
- Underground Utilities
- Street Furniture
- Enhanced Paving
- Graphics and Signage
- Lighting

Street Trees: A well-formulated street tree master plan for all major arterials and attendant management policies to monitor, maintain, replace and augment the City's street tree inventory should be prepared.

Underground Utilities: Overhead utility lines contribute to the visual clutter experienced on some of the City's arterial streets. The overhead utility lines limit tree species and pruning height. Figure UD-3 illustrates how Maine Avenue, north of Downtown can be improved with underground utilities and street tree planting.

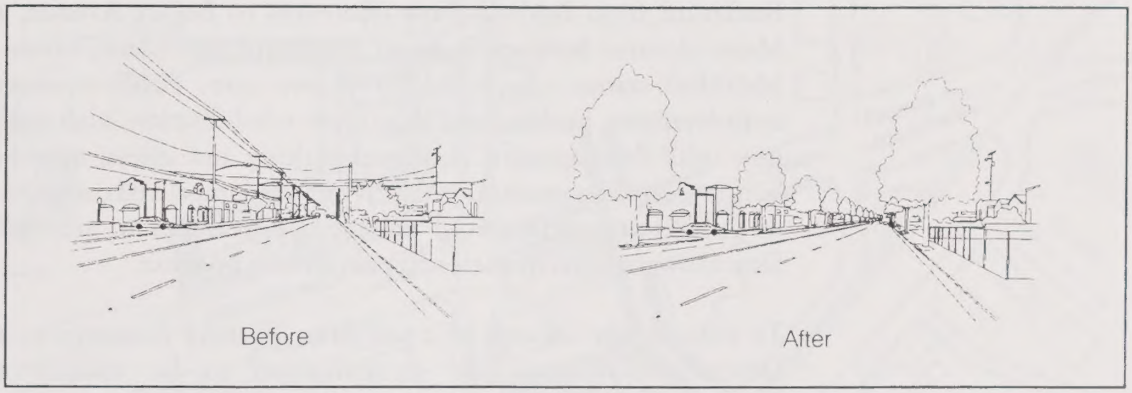
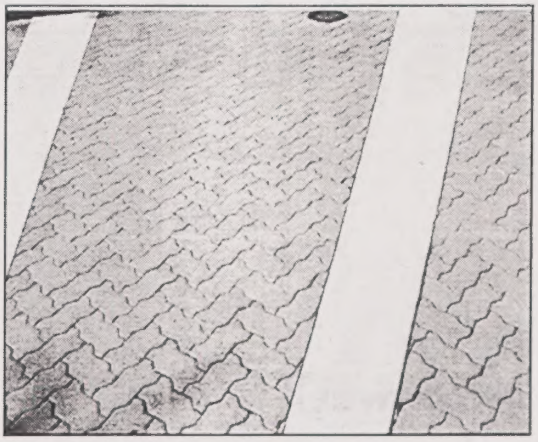


Figure UD-3 Maine Avenue Street Improvements

Street Furniture: A preferred style of street furniture and fixtures — pole masts and arms for street lighting, signalization and signage, bus benches, bollards, news racks, planters and tree grates — should be selected to typify the City.

Enhanced Paving: A distinctive enhanced paving style for all future crosswalks and median paving should be identified and specified as part of a phased program of right-of-way improvements.



Enhanced Paving

Improved Graphics and Directional Signage: A consistent graphic style for all public signage, including size, lettering, colors, symbols, and logos should be developed. Banners can also be used to reinforce the sense of entry.

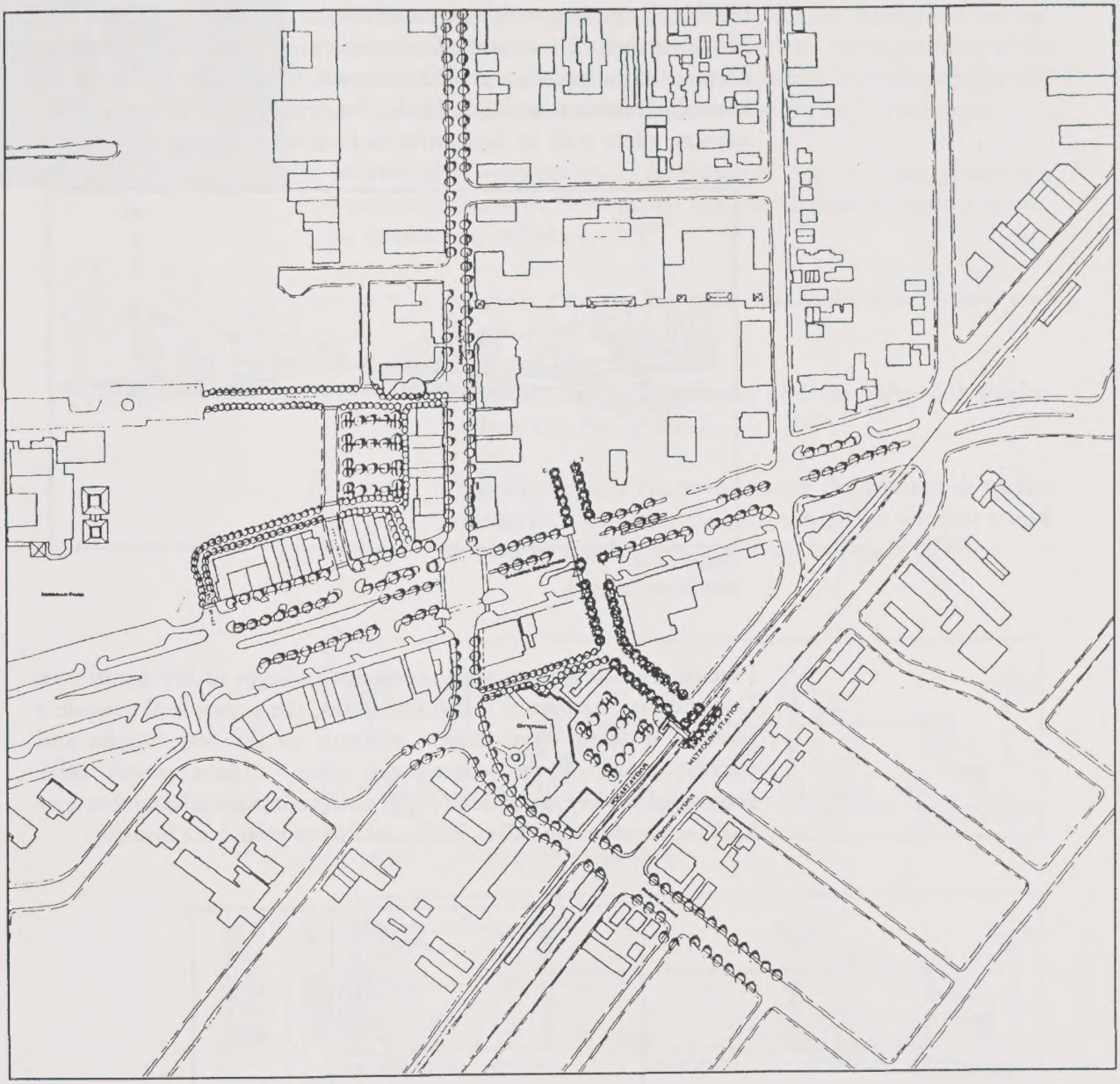
Distinctive Lighting: Distinctive nighttime illumination along major arterials to be considered include accent lighting for landscaping and key landmark buildings, decorative pedestrian lighting fixtures, and the use of high-pressure sodium bulbs to create warm illumination tones.

Downtown

Baldwin Park's Downtown area generally is bounded by Ramona Boulevard from Baldwin Park Boulevard to Bogart Avenue, and Maine Avenue between Ramona Boulevard and Clark Street. A Metrolink station adjoins the Downtown core. Public streetscape improvements, building and shop front rehabilitation, high quality new infill development, improved parking and access, mixed-use housing, business promotional activities, and improved connections to public transportation all present opportunities to strengthen Downtown's attractiveness and competitive position.

To enhance the concept of a pedestrian-friendly Downtown, key Downtown elements are recommended to be visually and functionally linked in order to foster pedestrian activity between the commercial core, City Hall, Morgan Park, Post Office, future mixed use housing, the Metrolink Station and other key Downtown destinations. The pedestrian improvements are illustrated in Figure UD-4 and include the following:

- Mid-block crossing
- Paseos
- Colonnades
- Metrolink connections



North

0 200' 400'

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Figure UD-4
Downtown Pedestrian Improvements

Mid-block Crossing: Figure UD-5 illustrates the Ramona Boulevard mid-block crossing which physically links the north and south sides of Downtown. The crosswalk is envisioned to provide connections between commercial areas of Downtown, future mixed-use housing, Metrolink Station, and City Hall. The crosswalk will have a traffic calming affect with its decorative and textured paving.

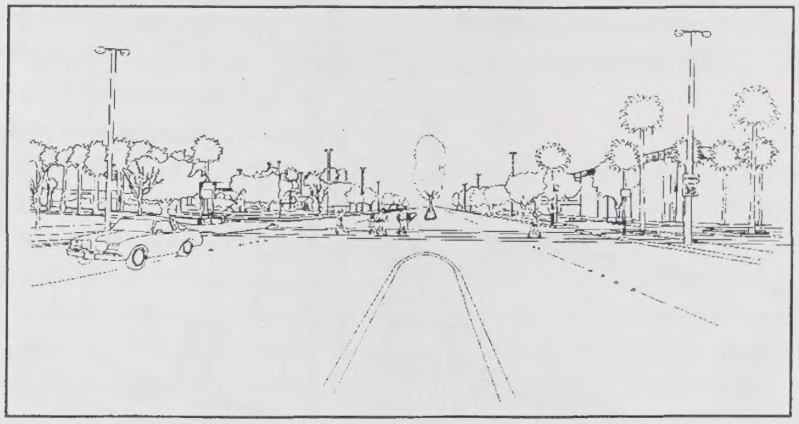


Figure UD-5
Mid-Block Crossing

Paseos: Paseos will provide pedestrian linkages to key features in Downtown. As Figure UD-6 illustrates, the paseos will provide a pleasant walking environment adjacent to the rear facades and parking areas of the commercial core. These paseos offer connections to key attractions between the commercial core, Morgan Park, senior housing, City Hall, and future mixed-use housing.

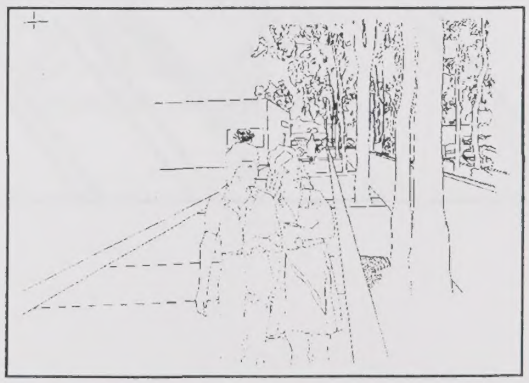
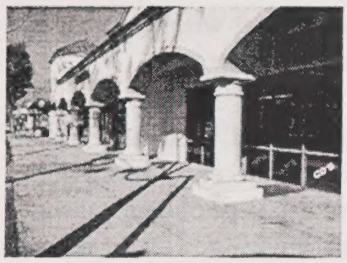


Figure UD-6
Paseo



Colonnades: Colonnades provide shade and protection during inclement weather and form outdoor rooms for dining and seating. Colonnades have been introduced into Downtown in portions of the commercial core. Providing colonnades in future developments will encourage a pedestrian-friendly environment for Downtown.

Metrolink Connections: Alternatives for a direct pedestrian connection between Downtown and the Metrolink Station should be considered, including:

- At-grade crossing between the Metrolink Station and Bogart Avenue.
- Pedestrian Bridge connection over the Metrolink tracks, as shown in Figure UD-7.
- Pedestrian bridge connection over the Metrolink tracks connecting to a future building where the elevator could be used by the disabled, as shown in Figure UD-8.

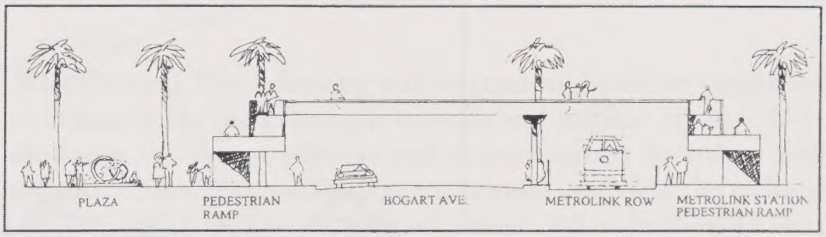


Figure UD-7 Metrolink Pedestrian Bridge

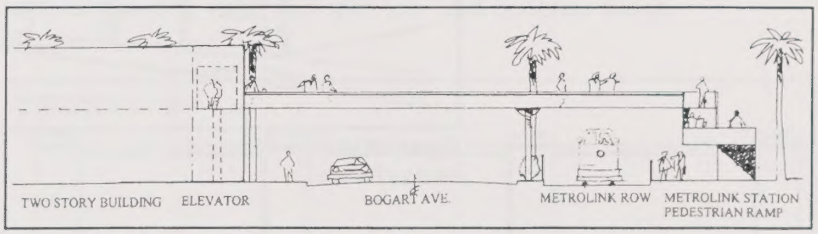


Figure UD-8 Metrolink Pedestrian/Building Linkage

Residential Neighborhoods

The residential neighborhoods can be improved with consistent solutions for street landscaping, fence, and wall designs.

Street Landscaping: The sense of neighborhood is enhanced by selecting trees which can link both sides of the street by forming a canopy with their branches. The benefits of this type of landscaping include shade, cooler temperatures, better air quality and better sense of scale.

Fence Alternatives: The chain link and wrought iron fences found in many of the neighborhoods exhibit an unfriendly neighborhood image and suggest security problems. The following fence alternatives are recommended to enhance the neighborhood environment:

Landscape Hedge: Figure UD-9 illustrates the planting of a hedge adjacent to the chain link or wrought iron fence. The hedge will eventually grow through the fence opening, forming a green perimeter.

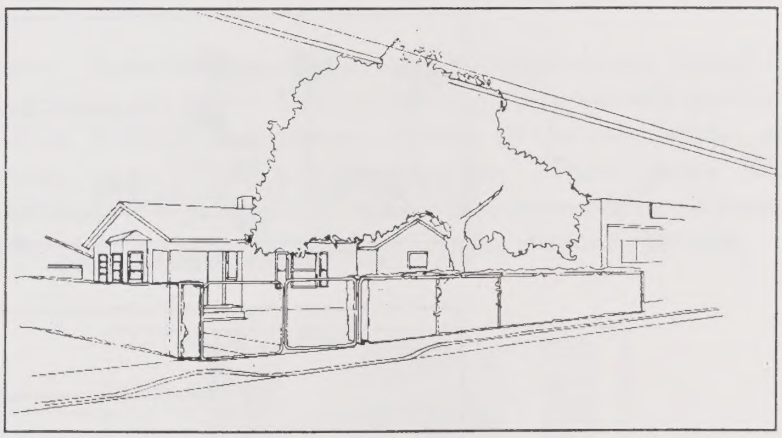


Figure UD-9
Hedge Fence

Picket Fence: Figure UD-10 illustrates the picket fence alternative. The white picket fence portrays a friendlier image and can also be enhance with landscaping planted behind it. The picket fence may be constructed of wood or modern vinyl product, which is more resilient and requires less maintenance.

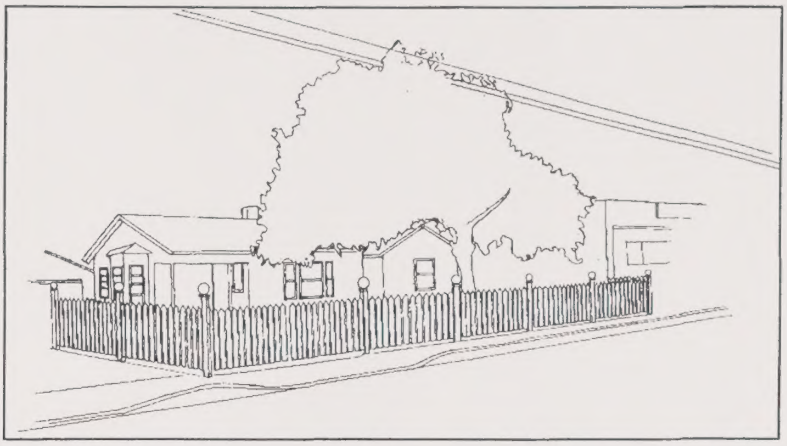


Figure UD-10
Picket Fence

Wall Design: The following wall treatments should be considered to minimize the mass and scale of walls and graffiti. Figure UD-11 illustrates the use of pilasters and ornamentation to reduce wall expanse. These design enhancements provide interest to the wall and shadows which tend to minimize the mass. All walls should have a graffiti coating for easy removal. Additional techniques to consider include clinging vines and split-face and concrete block.

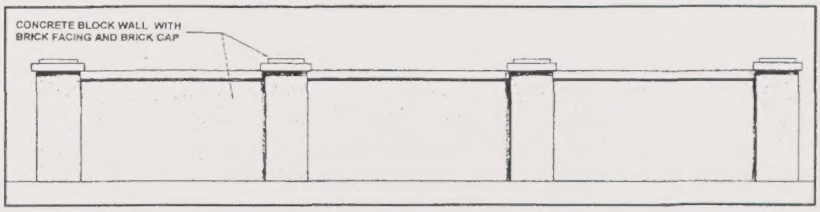


Figure UD-11
Wall Treatment

Economic Development Element

2020 General Plan

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City of Baldwin Park
2020 General Plan

Economic Development Element

November, 2002

Table of Contents

ECONOMIC DEVELOPMENT ELEMENT

Introduction

Purpose of the Element

The Economic Development Element guides economic development planning and initiatives, consistent with other Elements of the General Plan. The formulation of the economic development plan was based upon an extensive analysis of historic development conditions, opportunities, and constraints in Baldwin Park. This Element identifies the economic factors affecting the City, presents the economic development goals and policies, and identifies how the Economic Development Plan will help the City achieve its goals.

Element Scope and Content

Through the General Plan update process, 15 focus areas throughout the City were identified as meriting special attention and revitalization efforts. For the purpose of this Element, primary attention regarding economic development is given to four broader areas: Northern Industrial Area, the Auction Village Area, Central Business District (CBD), and the I-10 Freeway Corridor.

Certain areas of the City have been identified as requiring special attention in order to help keep the City fiscally healthy. These areas have been affected by recurring economic recessions, leading to a general state of fiscal instability that the City continually works to overcome. The Economic Development Element addresses the policies and actions that should be implemented to capitalize on the City's economic opportunities. The Economic Development Element is comprised of three sections: 1) Introduction; 2) Issues, Goals and Policies; and 3) the Economic Development Plan.

The policies serve as a guide for planning economic development improvements that address preservation of major areas of the City, revitalization of selected areas, and guidance of new development within those underdeveloped portions of the City. The Element's goals and policies reflect Baldwin Park's response to current and future economic conditions and are intended to maintain and enhance the community's existing commercial, retail and industrial development; and to explore ways to foster new economic development.

Related Plans and Programs

Several local plans directly impact economic development activities in Baldwin Park.

Redevelopment Areas

Economic development requires substantial investment. Without adequate capital, financial incentives are difficult to structure and sites take much longer to clear and assemble. To raise investment capital, cities often form redevelopment project areas in zones that are experiencing difficult economic times. The authority granted by law to the redevelopment agencies is designed to encourage development and business growth and reverse declining conditions in project areas. Economic and redevelopment activities in redevelopment project areas are primarily funded with tax increment dollars.

The Baldwin Park Redevelopment Agency has established six Redevelopment Project Areas which include San Gabriel River, Central Business District, Sierra Vista, West Ramona Boulevard, Puente/Merced, and Delta. Existing redevelopment areas may be expanded or new areas may be established.

Redevelopment areas also have implications for residential revitalization. There is a strong connection between quality affordable housing and the creation of jobs. People prefer to live in or near the community in which they work and businesses prefer to locate in a community with a strong labor market. All redevelopment agencies are required under State law to direct 20 percent of their tax increment revenue generated from a project to affordable housing within the community.

Sierra Vista/Puente-Merced Freeway Corridor (I-10) Economic Development Strategy

The Baldwin Park Redevelopment Agency prepared the Sierra Vista/Freeway Corridor Economic Development Strategy to focus its resources on projects of most benefit to the community. The report lays the foundation for economic growth by developing a strategy for identifying opportunities within the Sierra Vista and Puente-Merced Project Areas. This Economic Development Strategy carefully examines the economic development potential of the study area and provides information on the status of the demographic and physical characteristics in the area and its ability to support economic growth.

City of Baldwin Park Economic Development Strategic Implementation

This study prepared by Downtown/Main Street Visions (DMSV) analyzed existing conditions and other influential factors associated with the manner and methods by which the City pursues city-wide economic development. The report presents specific implementation strategies that will allow the City Council and staff to be more effective in achieving its desired economic goals and objectives. It also focuses on establishing economic development priorities and putting in place the resources and implementation tools to achieve measurable results.

To fulfill the vision of Baldwin Park as defined through various avenues of community input, alternative land use strategies were defined for areas of the City where long-term change and improvement are desired. Alternative land use scenarios in each of these areas focused on optional physical land-use actions which can achieve a long-term vision for the area in the context of defined issues, constraints and opportunities.

The Baldwin Park 2020 Land Use Plan focuses growth in the commercial sector along the I-10 freeway corridor, in Downtown, and along key arterial roadways such as Arrow Highway and Ramona Boulevard. In addition, several neighborhood-serving commercial nodes are provided at key intersections in residential areas. A major goal of the Plan is to establish a viable pedestrian district in the central business district, consisting of both retail, office and higher density residential uses. Industrial uses continue to be focused in the northern portion of the City along Arrow Highway; in the Auction Village area; and along the I-10 corridor.

The following goals and policies focus on achieving and maintaining a fiscally sound economic base, increasing local job opportunities, and capitalizing on market opportunities with significant economic potential for the City.

Economic Factors Affecting the City

The City's 1998 population (baseline) is estimated at 75,188. Baldwin Park's residents have a per capita income roughly half that of Los Angeles County. Estimates for 1997 list the County's per capita income at $18,208 and Baldwin Park's at $9,677.

The City grew considerably during the 1990s compared to other areas in terms of population growth, household growth, and average household size. From 1990 to 1997, Baldwin Park's population increased 6.8 percent while the County's grew only 3.4 percent. The number of Baldwin Park households increased 3.4 percent over the same 7-year period, compared to a 1.6 percent throughout the County. The average household size in the community has also grown at a faster rate than Los Angeles County as a whole.

Economic indicators show that Baldwin Park is steadily emerging from difficult economic times, with new developments that have helped increase general fund revenues and services to the residential population. The City's job base of about 18,200 employees is comprised mostly of service sector jobs, with 33 percent of the City's total. The manufacturing sector is the second largest job provider with 23 percent of total jobs. The City is largely developed, and efforts are focused on the redevelopment of land within its redevelopment project areas. The retail, industrial, and professional and medical office sectors enjoyed some growth since the end of the mid-1990s recession and are poised to continue their role as economic development catalysts in Baldwin Park.

Summary of Issues

The City is in a position to engage its residents and businesses in a collaborative effort to promote economic growth within the community. With careful planning and thoughtful review, the community will be able to achieve its economic development goals.

Economic development strategies formulated around the following five major goals will in large part determine the degree of success Baldwin Park will have in revitalizing its economy:

- Increase General Fund revenues
- Facilitate revitalization of targeted areas
- Diversify the city's job base
- Maintain economic competitiveness
- Improve public services and infrastructure

Increase General Fund Revenues

Baldwin Park has seen its General Fund revenues decline over the years. This revenue shortfall has led to decreased levels of public services and less availability of funds for infrastructure maintenance and improvement. The City should select among market supportable commercial and industrial uses that can help provide greater fiscal strength and stability. Retail stores may be promoted in certain areas to generate retail sales taxes. However, retail establishments must be balanced with office and industrial uses, thereby promoting a diversified economic base.

Goal 1.0

Encourage and facilitate activities that expand the City's revenue base and increase taxable retail and non-retail sales.

Policy 1.1 Secure the existing commercial tax base through the preservation of existing commercial centers and the enhancement of areas with further development potential.

Policy 1.2 Track retail trends by focus area at least annually and tailor regulations accordingly in order to maximize revenue while maintaining appropriate business mix.

Policy 1.3 Encourage development of high volume retail commercial centers, restaurants, and similar uses that would benefit from high visibility and good access from the I-10 corridor.

Policy 1.4 Balance need to maximize revenues with targeted and appropriate land use designations for each region of the City.

Policy 1.5 Monitor legislative changes that influence public revenue sources and their allocation.

Facilitate Revitalization of Targeted Areas

A total of 15 General Plan focus areas were delineated throughout the City where long-term change and improvement were desired. These are locations especially targeted for customized revitalization efforts based on each area's unique characteristics. Economic development policies have been defined for four of the Target Areas to supplement Land Use and Urban Design policies.

Northern Industrial Area

Baldwin Park's Northern Industrial Area supports industrial businesses, and Arrow Highway is a heavily traveled thoroughfare. Economic development should be stimulated in this area by encouraging commercial uses along the highway to better support industrial activity and serve travelers. Special attention should also be given to street and streetscape improvement programs.

Goal 2.0 **Promote development of Northern Industrial Area.**

Policy 2.1 Consider expanding the San Gabriel River Redevelopment Project Area to increase funding for infrastructure improvements in the adjacent industrial areas.

Policy 2.2 Work with the city of Irwindale to develop a jointly funded street and streetscape improvement program along Arrow Highway.

Policy 2.3 Work with local landowners to rehabilitate or recycle older industrial buildings.

Policy 2.4 Promote establishment of commercial sites along Arrow Highway that will serve the industrial activity, through travelers, and the local community.

Auction Village Area

The Auction Village Area lies partially within the Sierra Vista Redevelopment Area. It supports both older commercial and industrial uses. It also provides a long-term opportunity for diversifying the City's research and development and office environment. As an eastern "gateway" to the City, it should provide an inviting image to visitors.

Goal 3.0 **Encourage the development of commercial uses and small-scale industrial research and development activities to revitalize the area and expand the City's job base.**

Policy 3.1 Allow a broader range of non-industrial uses, and utilize redevelopment authority to provide necessary infrastructure improvements to facilitate industrial transition to office park environment.

Policy 3.2 Promote development of a small-scale commercial retail zone that serves the business community and through travelers.

Central Business District Economic development efforts in Downtown should capitalize on the Central Business District's historic architecture and potential as a pedestrian-friendly commercial zone.

Goal 4.0 **Establish a pedestrian core for Downtown, with pedestrian linkages to adjacent activities.**

Policy 4.1 Identify retail and entertainment niches that draw upon Baldwin Park's unique Downtown to create a pedestrian-friendly environment.

Policy 4.2 Encourage collaborative efforts between landowners, business owners, and local governments.

Policy 4.3 Create stable mechanisms for funding and maintaining retail areas, e.g., assessment districts or business improvement districts, that can provide better street signage and lighting, street cleaning, garbage pickup, and heightened safety patrols.

Policy 4.4 Encourage the development of visitor-related retail and entertainment uses.

Interstate 10 Corridor Despite its superior location, Baldwin Park's I-10 corridor is challenged by inadequate street improvements, small lot sizes, inadequately configured parcels, a high percentage of non-conforming uses and buildings in need of repair. There is little vacant land currently available for new development, but several areas are appropriate for commercial, office or industrial uses.

Goal 5.0 **Promote economic development along the I-10 corridor through the establishment of businesses most likely to benefit from freeway frontage.**

Policy 5.1 Encourage the development of high volume retail commercial centers, e.g. automobile dealers, building materials, restaurants and similar uses that would benefit from high visibility and good access from the freeway.

Policy 5.2 Where possible, reconfigure difficult to access parcels to allow better traffic circulation for businesses along I-10 corridor.

Policy 5.3 Encourage the redevelopment of existing industrial facilities to bring them up to more current industrial building standards.

Policy 5.4 Coordinate economic development activities with I-10 expansion to maximize capture of retail purchasing power.

Diversify Baldwin Park's Job Base and Balance Employment and Housing

Baldwin Park's economy would benefit from increased diversification of its job base. A more varied job base would provide a range of skills and incomes and soften the blow of future economic downturns.

Balanced economic development requires that there are both new employment opportunities and a local labor force to fill the jobs. Imbalances between employment and housing can create excessive commuting patterns as workers from adjacent communities fill local jobs or local workers commute to jobs outside Baldwin Park. Lack of an adequate labor force can also discourage firms from moving into the area. Consequently, economic development of Baldwin Park needs to provide a balance between new jobs and suitable housing for a diversified local labor force.

Goal 6.0 **Stabilize and expand the City's diverse industrial base, including improvements to the older industrial area.**

Policy 6.1 Create a specialized strategy to encourage businesses to remodel older industrial buildings to satisfy standards of today's businesses.

Policy 6.2 Identify opportunities to assist under performing centers to restructure their tenant mix to remain competitive in today's changing marketplace.

Policy 6.3 Encourage retention of businesses that are being recruited by other communities having problems staying in business or are thinking of expanding elsewhere. Coordinate these efforts with a community business retention task force.

Policy 6.4 Target areas to expand local-serving office and professional service activities and expand job opportunities that generate a higher wage potential.

Policy 6.5 Maintain an ongoing campaign with local businesses to hire local residents and support job training programs.

Strive for and Maintain Economic Competitiveness

To remain competitive in today's economy, local governments need to be as forward looking as possible, sensitive and responsive to changing economic times. Economic development is dependent upon the retention, attraction and expansion of business firms. Business growth in Baldwin Park can be stimulated and guided by creating more local opportunities for business development. Baldwin Park can participate in promoting local businesses by making available a comprehensive public/private approach to promote the kinds of businesses that are most beneficial to the community. Jointly promoting business development can bring greater public and private resources to bear and increase the opportunities to expand the economic base of the community.

Goal 7.0 **Engage in activities that promote Baldwin Park as a good place to work and/or run a business.**

Policy 7.1 Quickly determine whether a business development proposal fits into the City's long-range planning efforts, and if so, quickly and efficiently formulate an implementation plan designed to carry out proposed development.

Policy 7.2 Work cooperatively with the Chamber of Commerce and other business organizations to develop and implement marketing programs that communicate economic development opportunities to existing and potential businesses.

Policy 7.3 Conduct annual business survey to determine needs of businesses and examine local government's responsiveness to them

Policy 7.4 Analyze effectiveness of the City of Baldwin Park Internet site. It should showcase services and assets that the City has to offer prospective businesses and residents.

Policy 7.5 Develop the physical design guidelines necessary to attract the desired types of business in specified locations.

Improve Public Services and Infrastructure

Levels of public service and infrastructure quality play a key role in a community's ability to remain economically healthy. Baldwin Park's difficult economic times have led to some declines in funding for public service programs and infrastructure improvements. Special efforts should be made to regain past levels of service and investment in these areas.

Goal 8.0 **Implement public service and infrastructure improvements to create an urban environment that is attractive to residents and businesses.**

Policy 8.1 Create stable mechanisms for funding and maintaining retail areas, e.g., assessment districts and business improvement districts through improvements, such as better street signage and lighting, street cleaning, garbage pickup and heightened safety patrols.

Policy 8.2 Work with local neighborhoods to enhance the delivery of public services and programs.

Economic Development Plan

This Economic Development Plan describes the approach to be used in implementing the goals and policies of the Economic Development Element. To fully realize these goals and policies, the City must undertake active steps by implementing initiatives designed to capitalize on opportunities as they develop.

Implementation is classified into short-term and long-term programs. Since much of the City is largely built out and depends on recycling of existing land uses, each of the future focus areas may require a different combination of approaches.

The Economic Development Plan presents a broad strategy to help relate and detail the many initiatives that can help the City achieve its economic development goals and objectives. These initiatives are undertaken separately or in concert to direct the City's economic development with available resources.

Economic Development Strategy

The economic development strategy recognizes that specific future actions can best be carried out if some or all of the following conditions are realized:

- Identify a responsible group to oversee and direct economic development initiatives
- Maintain a current information base able to accurately characterize important economic conditions
- Relate economic development initiatives to other City activities including planning and redevelopment
- Maintain communications with property owners, businesses and governmental bodies to ensure cooperation and coordination
- Attempt to anticipate future needs and opportunities in order to act in a proactive rather than reactive manner

Economic Development Initiatives

Economic development initiatives are designed to support the City's economic development strategy: take advantage of future opportunities and avoid future problems.

Coordination with Caltrans on I-10 Upgrading

Caltrans has planned for the eventual improvement and expansion of Interstate 10. The freeway expansion and related improvements to ramps and adjacent streets will impact many parcels along the freeway corridor. A preliminary plan submitted to the City shows that many of the parcels along the north and south side of the freeway will be impacted by the proposed improvements. The freeway expansion should be coordinated with the City's economic development strategies to capitalize on the considerable amount of freeway frontage it possesses.

Expand Baldwin Park Internet Site

Baldwin Park's Internet site is a potential marketing tool for prospective business owners looking to establish or relocate themselves. Cooperation between Baldwin Park's Chamber of Commerce and those responsible for the site's maintenance could lead to improved access to information and the formulation of a citywide inventory of available parcels.

Focus Planning Efforts in Targeted Areas

The City should allocate specific personnel resources to focus planning efforts in areas most in need of intensive economic development efforts. Successful economic development efforts in the focus areas requires the use of specialized, case-by-case initiatives that recognize each area's characteristics and addresses their individual needs.

Promote a Pedestrian-Friendly Central Business District

Pedestrian-friendly urban design can help promote economic development by providing a pleasant environment residents and visitors to shop and engage in entertainment activities. Baldwin Park's Central Business District has the potential to be an attractive and popular destination. The District's historic, cultural, and architectural heritage should be showcased and complemented by urban design modification and beautification that permit better circulation of foot and automobile traffic.

Expand or Establish New Redevelopment Areas as Appropriate

Redevelopment Project Areas have helped promote economic development in Baldwin Park. Reinvested property tax increments have helped revitalize the Project Areas. The City should examine which of the City's Project Areas could be expanded, or new project areas established, thereby giving adjacent parts of the City the opportunity to benefit from tax increment financing.

Monitor Sales Tax Trends by Focus Area

One of the most important sources of revenue available to any city is that provided by retail sales taxes. Sales tax revenues in Baldwin Park increased during the period following the mid-1990s recession but continue to fall below pre-recession levels. This continued shortfall has prevented the City from providing an optimal level of public services and infrastructure to its residents. To address this problem, the City should closely monitor sales tax trends by focus area. This would facilitate a customized approach to economic development, allowing administrators to critically evaluate current developments and quickly respond to business trends.

Retention and Attraction Programs

The City should develop an early warning program designed to identify and offer support to declining businesses or those likely to consider closing or relocating. City businesses are required to renew business licenses annually. This annual renewal process provides an opportunity to survey existing businesses to identify any unmet needs. Collecting basic information from local firms can be useful in business expansion and retention efforts. In addition to basic information, the City could include a series of brief questions, such as whether the firm anticipates a need to expand or move in the next year or beyond. These questions could be used to identify businesses which should be targeted for staff outreach and follow-up.

Establish Effective Communication with Business Community

The City must work cooperatively with the Chamber of Commerce and other business organizations to help promote economic development. Efforts should be focused on preventing local businesses from relocating and streamlining the permitting process for prospective businesses. To achieve these goals, the City will make efforts to be aware of the needs and concerns of its business community.

Formulate Additional Tools to Finance Business Development

The City should consider programs that promote the upkeep of its commercial districts, improving aesthetics and providing the public with a more pleasant environment. This would benefit the City by encouraging property owners to invest in upgrading their properties in a way that will help increase the number of visitors to the area.

These programs could range from small business loan programs, to assisting in the establishment of Business Improvement Districts, continued use of Community Development Block Grants and other financial assistance programs.

Circulation Element

2020 General Plan

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City of Baldwin Park
2020 General Plan

Circulation Element

November, 2002

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CIRCULATION ELEMENT

Introduction

Purpose of the Element

The Circulation Element identifies the future circulation system needed to allow Baldwin Park residents and visitors to the City to move about the community in the most efficient manner, and to access regional transportation routes. "Circulation" means the actual physical circulation system consisting of streets, highways, bicycle routes and sidewalks, as well as available modes of transportation, including cars, buses, trucks (for the transportation of goods), bicycles, ridesharing and walking. This Element will guide the planning, development, and enhancement of Baldwin Park's circulation system and is based upon anticipated land use patterns and intensities.

Element Scope and Content

To establish the baseline condition against which future circulation and transportation needs can be measured, this Element briefly describes circulation system conditions in baseline year 1999. The Element also examines issues relevant to circulation, sets forth City goals and policies for moving people and goods through and throughout the community, and graphically illustrates a comprehensive circulation plan designed to accommodate all modes of transportation: private automobiles and trucks, mass transit using roadways, bicycles, rail, pedestrian circulation and emerging transportation technologies that will become available over time.

The goals and policies contained in this Element recognize the built-out character of Baldwin Park and reflect the constraints imposed by a long-established street network and freeway system, as well as relatively fixed land use patterns. However, the City's chief aim is to work creatively within these constraints to enhance all modes of transportation and to provide for safe and efficient circulation for all City residents.

Related Plans and Programs

Transportation is a regional issue, and transportation planning and management necessarily require cooperation and coordination among many State, County, and regional agencies. Relevant agencies include the California Department of Transportation (Caltrans), the Southern California Association of Governments (SCAG), the Los Angeles County Metropolitan Transportation Authority (MTA), and the South Coast Air Quality Management District, which is concerned with regional air quality issues associated with vehicle traffic. The following paragraphs describe related plans and programs produced by these agencies which shape transportation issues in Baldwin Park.

Regional Comprehensive Plan and Guide

The *Regional Comprehensive Plan and Guide* prepared by SCAG is a long-term vision document intended to move regional issues, goals, objectives, and policies for the Southern California region into the early part of the 21st century. The Plan contains a transportation/mobility component.

The Plan was developed with active participation from local agencies throughout the region, elected officials, the business community, community groups, private institutions, and private citizens. The Plan sets broad goals for the region and provides strategies to reduce problems related to congestion and mobility. Goals of the Plan include:

- Improving the levels of service for the movement of people and goods.
- Ensuring transportation investment provides the greatest possible mobility benefit.
- Serving the transportation needs of all southland residents.
- Developing regional transportation solutions that complement subregional transportation systems and serve the needs of cities and communities.

In recognition of the close relationship between the traffic and air quality issues, the assumptions, goals, and programs contained in the Plan parallel those used to prepare the *Air Quality Management Plan.*

Congestion Management Plan

The Los Angeles County MTA is the agency responsible for planning and operating regional transit facilities and services in Los Angeles County. The MTA prepares the Congestion Management Plan (CMP) mandated by State law which defines the countywide transportation network, establishes services level targets for network routes, and identifies strategies to reduce congestion. Individual cities within Los Angeles County are responsible for implementing the CMP.

To implement the CMP, Baldwin Park must: 1) conform to established level of service targets; 2) adopt and implement a trip reduction and travel demand ordinance; 3) implement a program to analyze land use decisions on the regional transportation system; 4) prepare annual deficiency plans for portions of the CMP system failing to meet the established service level standards; and 5) if desired, adopt its own sub-County traffic model.

As of 1999, the only designated CMP roadways in Baldwin Park were Interstate 10 (San Bernardino Freeway) and Interstate 605 (San Gabriel River Freeway). Future versions of the CMP may identify additional roadways or road segments, and the City will need to comply with all CMP updates.

Air Quality Management Plan

The South Coast Air Quality Management District prepares regular updates of the *Air Quality Management Plan*, or AQMP, for the South Coast Air Basin. The AQMP responds to federal mandates relating to gradual improvement of air quality within the Basin. Given that on-road vehicles account for roughly 20 percent of the pollutants generated annually within the Basin, the AQMP necessarily contains many strategies and programs for reducing vehicle-related emissions. These strategies include transportation measures aimed toward enhancing mobility by decreasing congestion levels. Transportation improvements, advancement of transportation technologies, market-based transportation pricing, and livable community goals are all part of the AQMP and are relevant to circulation planning in Baldwin Park.

Internal Traffic Circulation

Goal 1.0 **Provide a street and highway system in Baldwin Park that provides adequate capacity to ensure acceptable traffic flow.**

Policy 1.1 Develop and maintain the local circulation system illustrated in Figure C-1.

Policy 1.2 Require significant new land use developments to prepare traffic studies using intersection analyses to detail potential traffic impacts.

Policy 1.3 Where project-level traffic studies support the need for added street segment capacity, pursue alternatives to street widenings including lane restriping, peak hour parking restrictions, and/or similar less intensive and costly measures.

Policy 1.4 Maintain as a goal the provision of service levels at intersections along arterial highways at Level of Service "D" or better during morning and evening peak travel periods.

Policy 1.5 Adopt five-year Capital Improvement Programs that identify street and related improvements required to ensure smooth traffic flow.

Policy 1.6 Continue to automate traffic signals and to develop an integrated traffic signal control system.

Policy 1.7 Monitor growth within the City and its impacts on the City street system, and make improvements as needed consistent with five-year capital improvement plans.

Policy 1.8 Develop a modified standard for local residential streets that allows narrower streets to be designed and constructed within areas designated as pedestrian districts and for residential subdivisions.

Policy 1.9 Ensure cul-de-sac streets meet emergency access requirements and are designed to provide adequate circulation. Circulation issues for consideration include: street width, length of cul-de-sac, provision of sidewalks, availability of parking, etc.

North

0 1000' 2000'

City Boundary

Sphere of Influence

Arterial

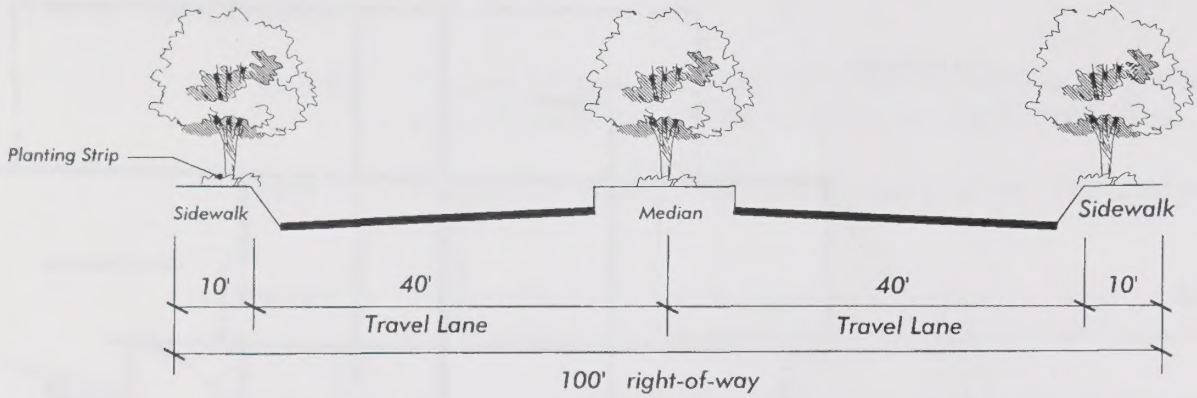
Collector/Industrial

Special Study Area

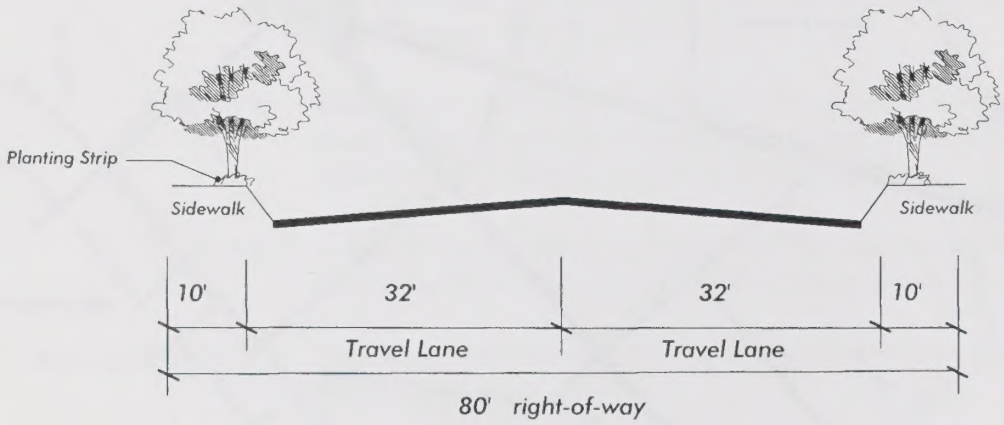
BALDWIN PARK

Figure C- 1
Master Plan of Arterial and Collector Roadways

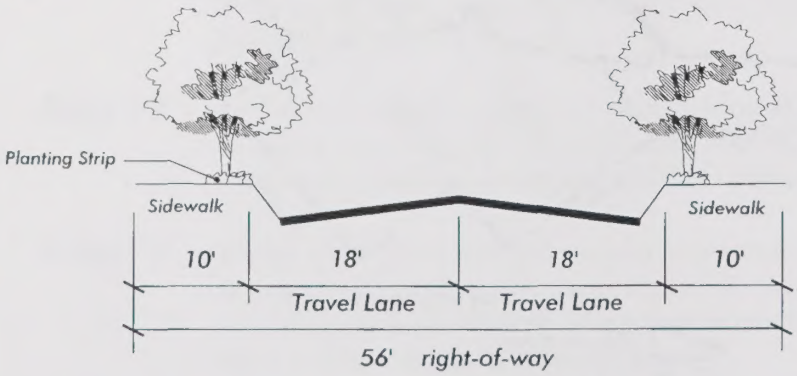
Arterial Street: 100' right-of-way



Collector / Industrial: 80'right-of-way



Residential: 60' right-of-way



Note: Right-of-way widths represent maximums. City reserves the right to develop narrower streets consistent with land use goals for pedestrian districts and within residential subdivisions.

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Figure C-2
Standard Street Cross Sections

Regional Transportation

Goal 2.0 **Maintain easy, convenient access to and from Baldwin Park via the I-10 and I-605 freeways.**

Policy 2.1 Work with Caltrans to improve the I-10 freeway through Baldwin Park and the associated interchanges.

Policy 2.2 Support Caltrans' efforts to improve traffic flow on the freeway system which could translate to reduced impacts on the arterial roadway system.

Policy 2.3 Support efforts of the MTA and SCAQMD to increase use of mass transit and other alternatives to the private automobile as a way to reduce traffic loads on the I-10 and I-605 freeways.

Policy 2.4 Work with adjacent cities to develop "smart" travel corridors along arterial streets which pass through many communities.

Public Transportation

Goal 3.0 **Encourage increased use of public transportation.**

Policy 3.1 Work with the MTA to establish bus stops at appropriate locations throughout the City to adequately serve retail, employment, rail and other public gathering areas.

Policy 3.2 Provide lighted, sheltered bus stops to encourage transit use.

Policy 3.3 Continue to support the City Transit system which serves to provide a viable alternative to the automobile and to reduce traffic trips.

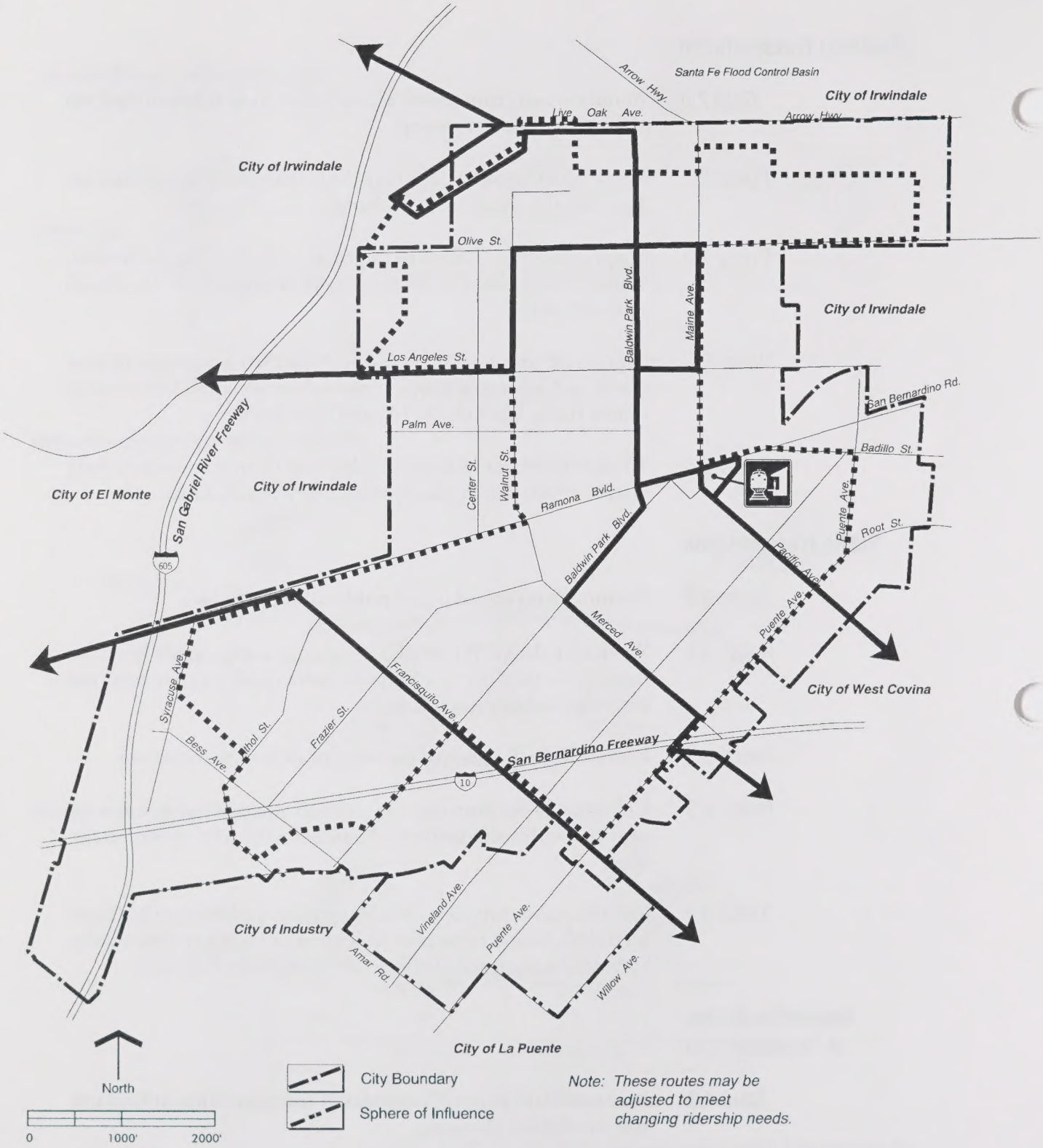
Policy 3.4 Provide convenient access to and adequate parking for the City's Metrolink station to increase utilization of the Metrolink system by both commuters and visitors to the Baldwin Park area.

Alternative Modes of Transportation

Goal 4.0 **Accommodate alternative modes of transportation in land use and circulation planning.**

Policy 4.1 Provide for a Citywide bicycle path system consistent with Figure C-4 that can be implemented in a safe and efficient manner.

Policy 4.2 Continue funding City programs which provide for sidewalk construction in residential neighborhoods where sidewalks do not exist and are desired by local residents.



North

0 1000' 2000'

City Boundary

Sphere of Influence

Note: These routes may be adjusted to meet changing ridership needs.

Transit Lines

Baldwin Park Transit

Foothill Transit Bus Route

Metrolink Station

BALDWIN PARK

Figure C-3
Transit Routes

Figure C-4
Bikeway Plan

Policy 4.3 Continue funding City programs which provide for sidewalk improvements and enhancements, particularly in areas where sidewalks link residential neighborhoods to local schools, parks, and shopping areas.

Parking

Goal 5.0 **Ensure that adequate parking is provided to meet existing and future demand.**

Policy 5.1 Provide incentives for carpooling and other rideshare programs through zoning ordinance parking regulations and other mechanisms.

Policy 5.2 Require new developments to incorporate a limited number of parking spaces capable of accommodating electric vehicle recharge stations.

Traffic Safety

Goal 6.0 **Protect residential neighborhoods from through traffic associated with nonresidential uses.**

Policy 6.1 Require traffic studies for new nonresidential development projects to address ingress/egress locations, traffic movements, and other operational conditions and potential effect on any adjacent residential neighborhoods, schools, or other sensitive land use.

Policy 6.2 Investigate on an as-needed basis the appropriateness of installing traffic calming features to discourage through traffic in problem areas.

Focus Area: Auction Village

Goal 7.0 **Provide necessary infrastructure improvements in the Auction Village Area to enhance circulation and access.**

Policy 7.1 Pursue development of a Specific Plan for the area to develop comprehensive street and infrastructure improvements necessary to support industry.

Policy 7.2 Require adequate on-site parking and circulation for all development projects so that roadways serving existing and future development can better serve traffic demands.

Policy 7.3 Require all parking required for new uses to be provided in off-street parking lots.

Focus Area: Downtown/Metrolink

Goal 8.0 **Provide a circulation system in Downtown that supports a cohesive pedestrian district. Pursue development of a Specific Plan that clearly defines circulation improvements in the area.**

Policy 8.1 Utilize signal timing progression on Ramona Boulevard to encourage reduced speeds. Program a green light "bandwidth" that provides for manageable speeds of through vehicles.

Policy 8.2 Establish a mid-block pedestrian connection between the north and south sides of Ramona Boulevard with a pedestrian-activated signal. Utilize traffic calming techniques such as enhanced paving within the crossing.

Policy 8.3 Consider alternative uses for the frontage streets/parking along Ramona Boulevard. These could include angle parking access from Ramona Boulevard with special back-up areas outside the through travel lanes.

Policy 8.4 Improve alternative through traffic routes to make these alternatives more attractive to existing Maine Avenue traffic.

Policy 8.5 Provide alternative viable access options for the land uses located along Maine Avenue (north of Ramona Boulevard) to reduce congestion in this area.

Policy 8.6 Work with local Post Office officials to improve traffic operations associated with Post Office use.

Policy 8.7 Examine potential transit opportunities which could be developed to link the North Maine Avenue Area with the Metrolink station.

Policy 8.8 Examine potential transit opportunities which could be developed to Downtown with the Metrolink station.

Policy 8.9 Establish a pedestrian linkage between the Metrolink station and Downtown.

Regional Access

Baldwin Park is well served by two freeways: I-605 (the San Gabriel River Freeway), which provides north-south regional circulation, and I-10 (the San Bernardino Freeway), which accommodates high daily volumes of east-west travel. These interstates provides connections to essentially all other freeways in the region.

The City's arterial roadways provide ready freeway access at several interchanges. For the I-605 Freeway, ramps are located at Live Oak Avenue, Los Angeles/Lower Azusa Road and Ramona Boulevard, while I-10 access is provided via Frazier Street, Baldwin Park Boulevard, Francisquito Avenue, Puente Avenue and Pacific Avenue. Caltrans long-range capital improvements include plans for widening of I-10 through Baldwin Park, as well completing improvements to several interchanges within the City. Improvements may be initiated during the 20-year time frame of this General Plan.

Street Network

The City's street classification system is based upon the Los Angeles County Master Plan of Arterial Highways (MPAH). The three classifications are:

- Arterial
- Collector/Industrial
- Residential

Figure C-1 illustrates the City's Master Plan of Arterials and Collector/Industrial roadways. Descriptions of each classification are provided below, and the street sections are illustrated in Figure C-2. The right-of-way widths defined for each street classification represent maximum widths. The City may develop standards for modified, narrower street widths for pedestrian districts and small-lot residential subdivisions.

Arterial: This classification provides for an 80-foot curb-to-curb road width within a maximum 100-foot right-of-way. A four-lane divided roadway is typically provided within this street section, or potentially six narrow lanes if on-street parking is prohibited. The estimated daily volume capacity for four divided lanes at LOS E operations is 31,250 vehicles per day.

Collector/Industrial: A Collector/Industrial roadway provides a 64-foot curb-to-curb width within a maximum 80-foot right-of-way. These geometrics can provide a four-lane divided street with an estimated LOS E capacity of 27,500 vehicles per day.

Residential: A Residential roadway typically accommodates a 36-foot curb-to-curb road width within a maximum 56-foot right-of-way. Generally, a residential streets consists of a two-lane undivided road with a LOS E capacity of 16,250 vehicles per day.

As described above, the City may develop a modified Residential classification and standard to allow for reduced public street widths within pedestrian districts and residential developments.

Some Residential streets in the City function as Collectors, given the City's grid-type street layout and the limited number of Arterial roadways. The City will monitor the residential street system on a continuous basis to determine where traffic safety might be compromised where Residential streets carry high traffic volumes or where vehicles travel at unsafe speeds, and to institute traffic calming measures on an as-needed basis to address specific concerns.

Baseline Traffic Conditions

In 1999, the City undertook a comprehensive analysis of traffic conditions on the street network to identify what improvements and modifications would be required over the long term to accommodate circulation needs based on the land use plan. The analysis focused on defining Level of Service, or LOS conditions. The LOS is a qualitative description of a roadway's operation, with the descriptions ranging from LOS A, or a free-flow condition, to LOS F, which represents an oversaturated condition. The LOS scale is based on the volume-to-capacity (V/C) ratio, which is calculated by dividing a roadway's traffic volume by its estimated carrying capacity. Table C-1 describes the criteria for each of the six LOS classifications.

The baseline analysis identified three City streets considered impacted, meaning that peak-hour operating conditions were LOS E or worse:

- Francisquito Avenue east of Maine Avenue
- Puente Avenue north of Dalewood Street
- Ramona Boulevard east of I-605

Table C-1
Level of Service (LOS)

Level of Service	Description
LOS A	Very short delay due to random arrival during red traffic indication.
LOS B	Short delay of 5.1 to 15.0 seconds per vehicle at signalized intersections.
LOS C	Stable flow, delays of 15.1 to 25.0 seconds per vehicle at signalized intersections, some vehicles may fail to go through the intersection before the green interval expires. The number of vehicles stopping is significant, although many vehicles still pass through the intersection.
LOS D	Approaching unstable flow, average vehicle delay is 25.0 to 60.0 seconds at signalized intersections, traffic progression is unfavorable, many vehicles stop, and the proportion of vehicles not stopping declines, resulting in long cycle lengths.
LOS E	Unstable flow, average vehicle delay is 40.1 to 60.0 seconds at signalized intersections, traffic progression is generally poor, resulting in long cycle lengths and high.
LOS F	Forced flow, jammed intersections, long delays, two-cycle waits, average vehicle delay at signalized intersections exceeds the acceptable 60 seconds per vehicle, cycle failure occurs with arrivals exceeding the capacity of the intersection.

Long-term Traffic Demands

Continued development in Baldwin Park consistent with land use policy will create additional vehicle trips over the long term. To identify how new trips will place increasing demands on the City's constrained roadway system, estimates were made of long-term growth both in Baldwin Park as well as surrounding communities, since nonresidents travel through Baldwin Park to reach other destinations. This analysis revealed that absent any improvements to the local roadway system, Baldwin Park could be expected to experience declines in service levels on many local streets, meaning increased congestion and delays. Streets of particular concern are:

- Dalewood Street north of Judith Street
- Francisquito Avenue east of Big Dalton Avenue and east of Maine Avenue
- Live Oak Avenue east of Stewart Avenue
- Maine Avenue south of Clark Street
- Puente Avenue north of Dalewood Street
- Ramona Avenue east of Maine Avenue and west of Merced Avenue
- Ramona Avenue east of Syracuse Avenue and east of I-605

The analysis identifies a need for the City to continuously and closely monitor conditions over time and to make adjustments to the circulation system incrementally. As a matter of policy and practice, the City will determine whether reducing land use intensities at specific locations is appropriate and necessary to achieve roadway LOS objectives. The City may find through ongoing monitoring that ambient growth in the region and at the local level may not be as substantial as predicted and thus will not require large-scale physical improvements to potentially impacted street segments.

Bus System

Local-serving and regional bus lines offer opportunities for City residents to reach their places of employment, schools, and local shops and stores, and for non-City residents to patronize Baldwin Park businesses. To ensure that bus transit services continue to meet diverse transportation needs, the City is committed to maintaining a local bus system and Dial-a-Ride or similar transit-on-demand services. The City also will work to ensure that regional transit providers such as the Foothill Transit Agency and MTA continue to provide convenient, safe bus stops in Baldwin Park to meet the need of local residents and businesses, to bring shoppers into the City, and to provide critical links to regionally-oriented transit routes, services, and facilities.

Bicycle Routes

Bicycle travel is popular for recreation, as a means for school children to get to school, and as a viable option for work commutes. Baldwin Park has access to the countywide bikeway network, which locally includes on-street signed and striped bike lanes (Class II) and bike routes (Class III). A regional Class I dedicated bikeway is available close by along the San Gabriel River.

Class II

A Class II bicycle lane consists of a designated striped lane along the curb lane of a street or highway. The path provides for one-way travel and is generally delineated with special striping and signage.

Class III

Class III bicycle routes are for shared use with pedestrian or motor vehicle traffic. Signs are posted which indicate that the road also serves as a bike route, although no special striping is provided for cyclists.

Figure C-4 illustrates the system of local bikeways planned to meet local bicycling needs and to connect to regional cycling routes. Existing or planned Class II bike routes include routes on:

- Ramona Boulevard
- Merced Avenue north of Ramona Boulevard
- Baldwin Park Boulevard north of Ramona Boulevard
- Badillo Street

In addition to the San Gabriel River trail, other regional cycling resources include the Whittier Narrows Regional Recreation Area, a regional park which has an extensive network of recreation bike/pedestrian trails, and the Santa Fe Regional Dam Recreation Area immediately north of Baldwin Park. These areas are popular because they provide bike routes reserved for pedestrian and bicycle traffic only. By providing a local bicycle route system that links to regional routes and parks, the City will support recreation opportunities and an alternative travel mode.

Rail Transportation

The Baldwin Park train station just southeast of City Hall provides an important stop for the Metrolink San Bernardino line. Weekday train service between San Bernardino and Los Angeles Union Station allows commuters to disembark for places of employment in Baldwin Park, and for Baldwin Park residents to travel easily to jobs in other communities along the line.

The San Bernardino line also provides connections to Ventura County trains and the Burbank Airport/Glendale area. Thus, City residents can use the train to travel some distance from home for recreation or business.

The City recognizes the train station as one key component of its program to enhance Downtown and create a mixed-use, vibrant community center. As described in the Land Use and Urban Design Elements, creating a convenient pedestrian link from the station to City Hall and Downtown will make it easier for commuters to linger and patronize local shops, restaurants, and businesses. Also, its convenient location will encourage people to live Downtown in new residences. Thus, enhancing the train station and its relationship to Downtown will help meet local and regional transportation goals, as well as work toward fulfilling the City's vision for Downtown.

Truck Circulation

Truck traffic has the potential to adversely impact the local environment by creating noise and fumes and producing excessive wear on City streets. Thus, by establishing designated truck routes, the City seeks to minimize adverse conditions by directing trucks away from streets which are inappropriate or inadequate to serve substantial through truck traffic. Figure C-5 illustrates truck routes to be used in Baldwin Park.

At the local level, truck deliveries are permitted on Collector/ Industrial and Residential streets. However, trucks will be required to travel the most direct route to and from the established truck routes.

Pedestrian Circulation

Pedestrian circulation routes form an integral part of the circulation system and require appropriate attention in the Circulation Element. The sidewalk is an area of refuge that provides a convenient and safe route for walkers.

Baldwin Park has an ongoing sidewalk improvement program, with priority given to deficient areas around schools and areas which completely lack sidewalks. The City's efforts are important for providing an alternative form of transportation to the motorized vehicle. Improvement of the pedestrian circulation system not only improves transportation, but can also serve toward meeting other City land use goals. For example, the General Plan proposes establishment of a Downtown pedestrian district to enhance economic, cultural, and social vitality in the area. The Circulation Element sets forth specific policies to support creation of a successful pedestrian center in the City.

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Figure C-5
Truck Routes

HOUSING ELEMENT

2020 GENERAL PLAN

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2020 General Plan

Housing Element

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HOUSING ELEMENT

Introduction to the Housing Element

Purpose of the Element

The California State Legislature identifies the attainment of a decent home and a suitable living environment for every Californian as the State's major housing goal. Recognizing the important role of local planning programs in the pursuit of this goal, the Legislature mandates that all cities and counties prepare a housing element as part of their comprehensive General Plans.

The Baldwin Park Housing Element identifies the existing and projected need for housing in the community in terms of affordability, availability, adequacy, and accessibility. The Element sets forth a strategy to address the City's identified housing needs, including specific implementing programs and activities. The Housing Element is a five-year plan, which for Baldwin Park, extends from 2000 to 2005. The other General Plan elements typically cover a 10- to 15-year planning horizon.

Concerns of the Baldwin Park Housing Element include the identification of housing strategies and programs that focus on:

- conserving and improving the existing supply of affordable housing;
- providing adequate housing sites for a variety of housing types;
- assisting in the development of affordable housing; removing governmental constraints to the development of housing; and
- promoting equal housing opportunities.

Element Scope and Content

The Housing Element is comprised of four sections: 1) Introduction; 2) Context for Housing Policies and Programs; 3) Issues, Goals and Policies; and 4) the Housing Plan. The Element begins with an overview of the City's housing needs, as identified in the Housing Element Technical Report; reviews the City's ability to fulfill its regional housing growth needs; and reviews program accomplishments under the prior Housing Element. The Element then sets forth housing goals and policies for Baldwin Park to address the City's existing and projected needs through 2005. Specific housing programs to implement these goals and policies are identified in the final Housing Plan section.

Community Participation

The 2000-2005 Baldwin Park Housing Element was prepared as part of a comprehensive update to the General Plan. Because the General Plan reflects the goals and ideals of the community, citizen input represents an integral part of the General Plan preparation process. Both Baldwin Park residents and representatives from the business community and school district contributed insight and vision into the planning efforts and helped develop the goals and policies contained in the Plan. Public participation took the following forms:

- A *General Plan Vision Committee* was formed representing diverse community interests to provide policy direction in formulation of the General Plan. The Committee met five times prior to General Plan preparation to identify and discuss issues, to develop goals and policies, to review land use and circulation alternatives, and to recommend a preferred Plan to City decision makers.

- A written *Community Needs Assessment Survey* was conducted to document the major concerns facing the community, and to help focus key issues to be addressed in the General Plan. The focus areas include: housing; economics and jobs; transportation; police and fire protection; education; public infrastructure; use of vacant lots; government services; safety; community facilities; among others. A total of 27,000 surveys were distributed community-wide, with approximately 1,600 completed surveys returned, one-quarter in Spanish and three-quarters in English. With regards to housing issues, residents expressed concerns relating to the availability of affordable housing, overcrowding, deteriorating housing conditions, and density of development.

- *Focus Group Meetings* were conducted with key segments of the community to solicit targeted input on the particular issues and needs of these groups in Baldwin Park. Meetings were held with the following groups: Business Workers and Owners, Single-Female Head of Households, Asian Adults and Youth, and Youth.

- Three *Community Workshops* were conducted at key stages during development of the Plan. The first workshop launched the public participation program and was structured as an informational session to answer questions about the program and to solicit input about issues of importance to the community. The second workshop focused on a discussion of land use alternatives for six special study areas in Baldwin Park, and the third workshop focused on presentation of the Draft Plan and solicitation of input in several key topic areas.

- The public had opportunities to address decision makers directly regarding issues, concerns and desires at a series of *City Council/Planning Commission Study Sessions* both prior to preparation and during review of the Draft General Plan.

- The Draft General Plan and supporting documents were circulated for public review and comment before and during formal *public hearings* held before the Planning Commission and City Council.

Related Plans and Programs

A number of local and regional plans and programs relate to the Housing Element. A brief description of these plans and programs follows.

Regional Housing Needs Assessment (RHNA)

State Housing Element law requires SCAG to create a plan every five years that summarizes regional housing needs for both existing conditions, as well as for a five-year planning period. This plan, known as the Regional Housing Needs Assessment (RHNA), allocates regional housing needs by income level among member jurisdictions. SCAG has determined the City's housing needs for the period 1998-2005 is 475 new housing units.

Baldwin Park Redevelopment Project Areas

The Baldwin Park Redevelopment Agency has adopted six redevelopment project areas to revitalize commercial and industrial districts in the City. Twenty percent of the tax increment generated from these project areas is set aside for affordable housing programs and projects. Consistency must be achieved between the goals and policies in this Housing Element and those established in the redevelopment plans for these projects.

Baldwin Park Consolidated Plan

The HUD Consolidated Plan is a five-year planning document required of all Federal entitlement jurisdictions. Baldwin Park's 2000-2005 Consolidated Plan fulfills the City's statutory requirements for the City's two entitlement programs: Community Development Block Grant (CDBG) and HOME Investment Partnership (HOME).

The major purpose of the Consolidated Plan is to encourage jurisdictions to develop a plan for addressing the needs for low income groups that are intended beneficiaries of HUD programs. The Plan is required to describe the jurisdiction's housing and community development needs; set out a strategy that establishes priorities; and establish a short term investment plan that outlines the intended use of resources. The Housing Element builds upon the City's existing Consolidated Plan.

Context for Housing Policies and Programs

Summary of Housing Needs

Assuring the availability of adequate housing for all social and economic segments of Baldwin Park's present and future population is an important goal of the Housing Element. To implement this policy, the City must target its programs and monetary assistance toward those households with the greatest need. This section of the Housing Element summarizes the major categories of housing need in Baldwin Park, quantified in Table HE-1 at the end of this section. The Housing Element Technical Report provides a more detailed analysis of the City's housing needs.

Overcrowded Households

Increasing household size has become an issue in Baldwin Park over the past decade due to its implications for overcrowding and corresponding demand on City services. The City's average household size has increased by over 26 percent during the past 20 years, from 3.58 persons per household in 1980 to 4.53 in 2000.

According to the U.S. Census, 37 percent of Baldwin Park's units were overcrowded in 1990. Of these units, 22 percent were severely overcrowded. Baldwin Park had the sixth highest level of overcrowding in Los Angeles County. Overcrowding is especially problematic for renter households, with approximately 47 percent of the City's renter-occupied units overcrowded versus approximately 31 percent of owner-occupied housing units. Overcrowding also presents special problems for housing in that it leads to accelerated deterioration. Given that population growth will likely continue to exceed expansion of the supply of housing, the issue of overcrowded housing will remain relevant to Baldwin Park.

Housing Costs

Housing prices in the East San Gabriel Valley communities, including Baldwin Park, were particularly impacted by the statewide economic recession of the 1990s. However, recent economic prosperity and new growth throughout Southern California has resulted in the local and regional housing market rebounding steadily since the mid-1990s. In the first quarter of 2000, the median home price in Baldwin Park was $132,500, an increase of 11 percent from the 1998 median price of $119,500. However, home prices in the community currently remain almost 40 percent lower than the Los Angeles County median of $187,000. Although the price of many homes in Baldwin Park continues to remain affordable for moderate and many lower-income households, recent increases in home prices may make accumulating the required down payment difficult for many lower-income households.

A variety of housing at a wide range of rental rates is available in Baldwin Park. However, few apartments with three or more bedrooms and single-family homes are available for rent in Baldwin Park. This provides limited housing opportunities suitable for the City's large family renter households.

Households Overpaying for Housing

Despite relatively affordable housing costs in Baldwin Park, the generally lower incomes of City residents results in a significant number of households overpaying for housing. The 1990 Census reports that about one-third of owner-occupied households in Baldwin Park spent more than 30 percent of their gross income on housing costs. Housing overpayment is most prevalent among renter households, with over half (52 percent) of the City's renters overpaying for housing in 1990. This proportion of overpaying renter households is significantly higher than the East San Gabriel Valley region as a whole, where only 46 percent of renter households were similarly cost burdened.

Special Needs Groups

Certain segments of the population may have a more difficult time finding decent affordable housing due to their special circumstances or needs.

- About 38 percent of the households in Baldwin Park are considered large households, with 5 or more members. Of the City's large renter households, 67 percent are low income, 44 percent are spending greater than 30 percent of their incomes towards housing, and 84 percent are living in overcrowded conditions. One of the City's strategies to address the needs of large family renters is to move them into homeownership through the City's first-time homebuyer program. The City is also currently evaluating development of an affordable housing project for large families.

- The 1990 Census indicates that about 11 percent of the City's households are headed by an elderly person, and that 83 percent of elderly households are low income. Many of these households may have special needs for assistance with finances, household maintenance, and other routine activities. The City has attempted to address the needs of its elderly population through provision of affordable senior housing (74-unit TELACU apartments, 12-unit McNeil Manor, and the recent approval of a 71-unit senior housing project (also known as the Thomas Safran project)); through housing rehabilitation assistance; and through the extensive range of programs offered through the Baldwin Park Senior Center.

- Approximately 10 percent of the City's residents had work and/or mobility limitations in 1990. Most disabled residents earn limited incomes and require special housing designs to accommodate their special housing needs.

- Approximately 12 percent of the households in the City are headed by females. Female-headed households with children often require special attention due to their need for affordable childcare, healthcare, and various other types of assistance.

The Homeless

The 1990 Census data for the homeless indicates that approximately 40 homeless individuals were observed in Baldwin Park. Recent information from the East San Gabriel Valley Coalition for the Homeless (ESGVCH) indicates that the number of homeless individuals in the community may have increased over the past decade. According to ESGVCH, approximately 146 families and 186 individuals in Baldwin Park required homeless assistance in 1999.

Deteriorating Housing Stock

Most residential structures begin to show signs of deterioration as they approach 30 years in age. Homes older than 30 years begin to require rehabilitation improvements to major components, such as roofing, siding, plumbing, electrical and other subsystems.

Currently, more than 70 percent of the City's housing stock is older than 30 years and may require some form of major repairs and improvements. This indicates that preventive maintenance will be essential to ward off widespread housing deterioration in the community.

The City currently operates a no/low-interest housing rehabilitation loan program to assist low income households in making needed improvements to their homes. The City also undertakes code enforcement activities to identify and ameliorate substandard housing conditions.

Regional Housing Needs

Every five years, the Southern California Association of Governments (SCAG) is required to prepare a regional housing needs assessment (RHNA) for the SCAG region. The RHNA determines the "fair share" of regional housing growth for each community. Cities are then required to develop policies and programs to accommodate that need. This section outlines the future housing need profile for the City of Baldwin Park, while later sections of Element address how the City plans to address these needs.

In 1999, the SCAG developed the regional housing needs assessment based on forecasts contained in the regional transportation plan. The forecast accounted for Baldwin Park's population, employment and household forecasts from 1998 through the Year 2005. These growth forecasts are the basis for determining the amount of housing demand in Baldwin Park during that period. Between 1998 and 2005, Baldwin Park is projecting growth of approximately 240 households.

Once household growth is determined, SCAG makes an adjustment to allow for a sufficient level of units to allow for vacancies and replace units lost to demolition. The vacancy and demolition calculations are based upon average rates developed for the San Gabriel Valley Council of Governments. Lastly, SCAG then applies a "fair-share" formula to determine the units to be affordable to various State mandated income levels. There are four basic income levels, defined by their relationship to the County's median household income: (1) very low (below 50 percent), (2) low (50 to 80 percent), (3) moderate (81 to 120 percent), and (4) upper (greater than 120 percent).

As shown in Table HE-1, Baldwin Park's share of the region's future housing need is estimated at 475 housing units. The City needs to ensure that adequate sites are available at appropriate densities so that the units built can be affordable to various income groups. The percentages of units that must be planned for by level of affordability are: 25 percent very low income, 17 percent low income, 21 percent moderate income, and 36 percent for upper income.

Table HE-1
Summary of Existing and Projected Housing Needs

Overpaying Households		*Overcrowded Households*	
Owner-Households	1,221	Owner Households	3,118
Renter-Households	2,280	Renter Households	3,110
Total	3,501	Total	6,228

Special Needs	
Elderly Households	1,852
Disabled Persons	6,752
Large Households	6,362
Female-Headed Households	1,952
Farm Workers	90
Homeless Individuals	182
Homeless Families	146

1998 - 2005 Regional Growth Needs	*Units*	*%*
Very Low Income	119	25%
Low Income	81	17%
Moderate Income	100	21%
Upper Income	175	36%
Total	475	100%

Assisted Housing At-Risk of Conversion

State law requires the City to identify, analyze and propose programs to preserve existing housing developments that are eligible to change to non-low income housing uses during the next ten years due to termination of subsidy contracts, mortgage prepayments, or expiration of low-income use restrictions.

In response, this Section identifies publicly assisted housing units in Baldwin Park, analyzes their potential to convert to non-low income uses, and analyzes the cost to preserve those units. Consistent with State law, this analysis includes the following components:

- An inventory of restricted low income housing projects and their potential for conversion to non-low income uses;
- An analysis of the costs of preserving and/or replacing the "at-risk" units and a comparison of these costs;
- An analysis of the organizational and financial resources available for preserving/replacing at-risk units; and
- Quantified objectives for the at-risk units to be preserved and programs for preserving these units.

Inventory of Assisted Housing

The paragraphs below describe low income multi-family rentals at risk of converting to market-rate uses between July 1, 2000 to June 30, 2010. This inventory includes units assisted under federal, state, or local programs, including HUD, state/local bond programs, redevelopment programs, local in-lieu fees, inclusionary, density bonus, and direct assistance programs. Also included are subsidized units eligible to convert to non-low income uses due to termination of subsidy contract, mortgage prepayment, or expiring use restrictions.

To obtain this inventory, data was compiled from the City, its Housing Authority, HUD and a review of "Inventory of Federally Subsidized Low-Income Rental Units at Risk of Conversion" and "Subsidized Housing Project List." Based on this review, the City has seven publicly assisted multi-family projects, summarized in Table HE-2.

Clark Terrace: Clark Terrace is a 78-unit apartment complex owned by Goldrich & Kest. Built in 1979, the complex is assisted under HUD's Section 221(d)(4) program, which provides mortgage insurance to private developers to facilitate the development of rental housing. Projects financed under this program have no binding low income use restrictions. Affordability of the project is, however, controlled by the Section 8 contract.

In 1999, the 20-year Section 8 contract expired. The property owners filed for a renewal of the Section contract. However, given the uncertainty of funding for the Section 8 program, the contract was renewed on an annual basis.

Goldrich & Kest is one of the largest developers of affordable housing for seniors and families in California. It owns and operates 130 multi-family publicly-assisted housing in California. Discussions with G&K management indicate that the agency is interested in maintaining affordable housing. The agency is a sophisticated affordable housing developer and manager, and is well aware of the options available for preserving affordable housing, including the mark-to-market program.

Frazier Park: Frazier Park is a 60-unit apartment complex owned by Goldrich & Kest. Built in 1982, the complex is also assisted under HUD's Section 221(d)(4) program. Similar to Clark Terrace, this project has no binding low income use restrictions. Affordability of the project is governed by the Section 8 contract. The earliest possible date of conversion of this project from assisted to non-low income uses is July 2002.

Syracuse Park: Syracruse Park is a 36-unit apartment complex owned by Syracuse Park LDP. Built in 1972, this project was financed through the HUD Section 236(j)(1) program, which offers reduced-interest loans to developers to construct multi-family projects. In return for preferential financing, the project is subject to a low-income use restriction, with the option of paying off the loan after 20 years and eliminating the affordability controls. Syracruse Park also received public assistance with a Section 8 contract that expired in 1999. The Section 8 contract was renewed but only on an annual basis.

In 1991, owners of Syracuse Park filed a Notice of Intent and Plan of Action to extend the affordability control on this project in exchange for additional incentives. The Plan of Action was approved in 1992. The earliest conversion date for Syracuse is December 2012.

Ramona Park: Ramona Park is a 49-unit apartment complex owned by Goldrich & Kest. Built in 1980, this complex was financed under HUD's Section 8 New Construction and the California Housing Finance Agency (CHFA) programs. The CHFA funding places affordability control on Ramona Park until November 2020. The Section 8 contract is also due to expire in November 2020.

TELACU: TELACU is a 74-unit apartment complex owned by the East Los Angeles Community Union, a non-profit entity. Built in December 1991, this complex is financed under the HUD Section 202 program, which offers direct loans to agencies that develop housing for the elderly and disabled. In return for preferential loan assistance, low-income use restrictions on the project are locked in for the full 40-year mortgage term to December 2031. The 20-year Section 8 contract will expire in November 2011. This project is not at risk during the planning period of this analysis.

The City recently (2000) approved a new 71-unit senior housing complex on Ramona Boulevard. The developer (Thomas Safran) is awaiting tax credit approval from the state to assist in project construction. Construction of the apartment complex is expected to begin in 2001.

Foster Avenue: Foster Avenue is a 40-unit apartment complex owned and operated by Foster Apartments Corporation, a Community Based Organization (CBO). This project was initially funded with a HUD Section 236(j)(1) loan. In 1995, the original owner, Southern California Industries, transferred ownership to Foster Apartments Corporation, which received funding from HUD to purchase the property. This project will remain as long-term affordable housing until 2035.

Robert H. McNeill Manor: The Robert H. McNeil Manor is a 12-unit conventional public housing project owned by the Baldwin Park Housing Authority. Built in 1980, this project was approved by City voters pursuant to Article 34 in 1978. This permitted the Baldwin Park Housing Authority to build up to 300 units of public housing. Since this project was authorized and financed to serve as public housing, this project is not at risk of conversion from assisted to non-assisted use.

Table HE-2
City of Baldwin Park
Assisted Rental Housing Inventory

Owner	Types of Public Assistance	Length of Controls on Afford-ability	Conversion		Tenant Type	Unit Mix	Year Built	Rent/ FMR
			Earliest Date	Number of Units				
Clark Terrace Apartments								
Goldrich & Kest 5150 Overland Bl.Culver City	Section 221(d)(4) Section 8	none 20-year contract with option to extend	none 07/2001	77 of 78	Elderly	77 - 1 br 1 - 2 br	1979	111%
Frazier Park Apartments								
Goldrich & Kest 5150 Overland Bl. Culver City	Section 221(d)(4) Section 8	none 20-year contract with option to extend	none 07/2002	60 of 60	Family	52 - 2 br 8 - 3 br	1982	132%
Syracuse Park Apartments								
Syracruse Park 711 N. Palm Drive Beverly Hills	Section 236(j)(1) Section 8	Extended affordability control	07/2012 10/31/01	36 of 36	Family	10 - 1 br 20 - 2 br 6 - 3 br	1972	107%
Ramona Park Apartments								
Goldrich & Kest 5150 Overland Bl. Culver City	Section 8 New Const. CHFA	20-year contract with option to renew 40-year mortgage	11/2/2020 11/2/2020	49 of 49	Family	12 - 1 br 24 - 2 br 13 - 3 br	1980	---
TELACU								
TELACU	Section 202 Section 8	40-year mortgage 20-year contract	12/2031 12/2011	74 of 74	Elderly	74 - 1 br	1991	119%
Foster Avenue Apartments								
Foster Apartments Corporation	Section 241(f)	40-year affordability control	05/2035	40 -of 40	Family	8 - 1 br 26 - 2 br 6 - 3 br	1974	---
Robert McNeill Manor								
City of Baldwin Park Housing Authority	Public Housing	Permanent	none	00 of 12	Elderly Disabled	12 - 1 br	1987	---

Sources:
1. HUD web site at www.hud.gov/fha/mfh/mfhsec8.hmtl
2. Inventory of Federally Subsidized Low-Income Rental Units at Risk of Conversion, California Housing Partnership Corporation, 1999
3. Interviews with property owners and staff at the Baldwin Park Housing Authority

Housing Projects At-Risk Prior to 2010

Three projects have expiring Section 8 contracts during the planning period of this at risk analysis - Clark Terrace, Frazier Park, and Syracuse Park. Clark Terrace and Frazier Park have no binding low income use restrictions. Syracuse Park has extended the affordability control to the year 2012. However, the Section 8 contracts on these projects are expiring.

A total of 173 units in Clark Terrace, Frazier Park, and Syracuse Park in Baldwin Park maintain Section 8 contracts with HUD that are expiring on or before 2002. As part of Congress' 1997 Balanced Budget Agreement, full funding has been committed to provide for annual renewal of all expiring Section 8 contracts from FY 1998 through FY 2002. In the short run, the affordability of these Section 8 subsidized units would most likely be preserved.

In the long run, the affordability of these units is protected under the *Multifamily Assisted Housing Reform and Affordability Act* of 1997, which addresses expiring Section 8 contracts. This act provides authority to HUD to operate the "mark-to-market" and "markup-to-market" programs to reduce over-subsidized Section 8 contracts, restructure project financing, and provide funds for rehabilitation needs. The bill also includes tax legislation to ensure that adverse tax consequences do not deter owners from participating in the program. In exchange for favorable tax treatment, owners would preserve units at rents affordable to low and moderate income households. Eligible projects include FHA-insured projects (e.g. Section 236 (j)(1)) receiving Section 8 project-based assistance for some or all units, where rents exceed fair market rents (FMRs).

According to HUD's inventory of Section 8 contracts, all Clark Terrace, Frazier Park, and Syracuse Park are renting at rates that are above the fair market rents (as shown previously in Table HE-2). These projects are eligible to participate in the mark-to-market program which provides the owner with financial incentives such as rehabilitation assistance or tax incentives to lower the Section 8 contract rents to match the Fair Market Rents.

Unlike Syracuse Park, which has a low income use restriction until 2012, Clark Terrace and Frazier Park have no binding low income use restrictions. The owners of Clark Terrace and Frazier Park may still choose to opt out of their Section 8 contracts once they expire and not participate in the mark-to-market program regardless of whether Section 8 funding or other funding mechanisms would be available.

The likelihood of opting out from the Section 8 contracts would depend on whether the owners can command higher rents on their units in the open market than offered by continuing Section 8 or the restructuring the FHA-insured loan through the mark-to-market program. Market rents for apartments in Baldwin Park are estimated at $609-$750 for a one-bedroom, $610-$850 for a two-bedroom, and $875-$920 for a three-bedroom. A portion of these rental units are actually lower than or comparable to the Fair Market Rents established by HUD. Fair Market Rents are $505 for a studio, $605 for a one-bedroom, $766 for a two-bedroom, and $1,033 for a three-bedroom. Therefore, there is little incentive for the owners to opt out of the Section 8 program.

As for Syracuse Park, because the owner extended the affordability control on this project in exchange for other incentives, the units are required to remain affordable if the project-based Section 8 program remains. Should HUD terminate the project-based Section 8 program, binding low income use restrictions on Syracuse Park would also terminate.

Preservation and Replacement Costs Analysis

Based on the rent structures of Clark Terrace, Frazier Park, and Syracuse Park, it is unlikely that these projects would opt out of the Section 8 program. Nevertheless, the paragraphs below identify options for the City regarding preserving or replacing these affordable units. These options include: (1) transfer of ownership to or purchase of the units by a nonprofit organization; (2) provide rent subsidies to qualified tenants; (3) replace or develop new assisted multi-family housing units; or (4) refinance the units in return for extending affordability controls.

Transfer Property Ownership

Transferring ownership of the at-risk projects to nonprofit organizations is perhaps the least costly way for the City to ensure that the units remain affordable. By transferring property ownership to a nonprofit housing corporation, low income use restrictions can be secured indefinitely and projects would become available for a greater range of governmental assistance.

The feasibility of this option depends on several factors, including the willingness of the apartment owner to sell the project, the existence of nonprofit corporations with sufficient administrative capacity to manage the project, and the availability of funding.

Given that both Clark Terrace and Frazier Park are owned by Goldrich & Kest, the largest private for-profit organization of subsidized housing in the western states, transferring ownership of these two buildings to nonprofit organizations is unlikely. Nevertheless, market value for all at-risk projects is evaluated in Table HE-3 to demonstrate the magnitude of costs involved.

Table HE-3
Estimated Market Value of At-Risk Housing Projects

Project Units	Clark Terrace	Frazier Park	Syracuse Park	Total
1-bedroom	77		10	87
2-bedroom	1	52	20	73
3-bedroom		8	6	14
Total	78	60	36	174
Annual Operating Cost	$187,800	$184,800	$105,600	$478,200
Gross Annual Income	$637,080	$541,632	$321,384	$1,500,096
Net Annual Income	$449,280	$356,832	$215,784	$1,021,896
Market Value	$4,942,080	$3,925,152	$2,373,624	$11,240,856

Market value for each project is estimated with the following assumptions:

1. Average market rent: 1-bedroom = $680, 2-bedroom = $730, 3-bedroom = $897.
2. Average unit size: 1-bedroom = 600 sq ft, 2-bedroom = 750 sq ft, 3-bedroom = 900 sq ft.
3. Vacancy rate = 5%
4. Annual operating expenses per square foot = $4.00
5. Market value = Annual net project income * multiplication factor. Factor for building in poor condition is 10, and 12.5 for building in good/excellent condition. Multiplication factor of 11 is used for all three projects.

Provide Section 8 Rent Vouchers

Should the project-based Section 8 contracts not be renewed, rent subsidies using other funding sources such as Section 8 vouchers can be used to preserve the at-risk units. Under this program, HUD pays the property owners the difference between what tenants can afford (defined as 30 percent of household income) and what HUD and the City's Housing Authority estimate is the fair market rent for units. This program can be implemented through vouchers, which allow the tenants to choose where they want to live.

The feasibility of this alternative, in the case of the property owner, depends on their willingness to accept Section 8 vouchers. In terms of cost effectiveness, rental subsidies are less costly than constructing new assisted housing, as illustrated in Table HE-4.

Table HE-4
Rent Subsidies Required

Section 8 Units	Clark Terrace	Frazier Park	Syracuse Park	Total
1-bedroom	77		10	87
2-bedroom		52	20	72
3-bedroom		8	6	14
Total	77	60	36	173
Total Monthly Rent Income Supported by Affordable Housing Cost of Very Low Income Households	$40,117	$35,680	$20,836	$96,633
Total Monthly Rent Allowed by Fair Market Rents	$46,585	$48,096	$27,568	$122,249
Total Annual Subsidies Required	$77,616	$148,992	$80,784	$307,392
Average Annual Subsidy per Unit				$1,777
Average Monthly Subsidy per Unit				$148

Notes:
1. 1-bedroom unit = 2-person household, 2-bedroom unit = 3-person household, 3-bedroom unit = 4-person household.
2. Affordable monthly housing cost for a 2-person very low income household is $521, $586 for a 3-person household, and $651 for a 4-person household.
3. 2000 Fair Market Rents are $605 for a 1-bedroom, $766 for a 2-bedroom, and $1,033 for a 3-bedroom.

Construction of Replacement Units

The cost of replacing multi-family housing depends on the cost of land, density, size of unit, and type of construction. Based upon figures provided by the California Housing Partnership, the typical costs for producing multi-family housing is $25,000 per dwelling unit for land, $60,000 per dwelling unit for construction costs, and $8,500 per dwelling unit for financing and fees for a total cost of approximately $93,500 per unit. Approximately $16.2 million would be needed to replace the 173 assisted units at risk of converting to market rate.

The feasibility of this option depends largely on whether the City has sufficient reserves for new construction or can float bonds to raise the revenue. Even if sufficient revenue exists, however, this option is generally considered to be the most expensive of all options.

Purchase of Affordability Covenants

Another option to preserve the affordability of at-risk units is to provide an incentive package to the owners to maintain the projects as low income housing. Incentives could include writing down the interest rate on the remaining loan balance, and/or supplementing the Section 8 subsidy amount received to market levels. The feasibility of this option depends on whether the complexes need rehabilitation or are too highly leveraged.

Cost Comparison

Overall, transferring ownership of these projects to non-profit organizations and purchase of affordability covenants would be the most cost-effective options to preserve the affordability of these units.

Resources for Preservation

One of the major factors to consider in formulating programs to preserve affordable multi-family housing at risk of conversion is whether sufficient resources exist. Specifically, it is important to examine the availability and adequacy of the financial and institutional resources to support such programs. The following provides a brief overview of financial and administrative resources available for preserving the assisted multi-family units at risk of conversion over the next decade.

Financial Resources

HUD Mark-to-Market: Under the Mark-to-Market program, the primary method for reducing spending while preserving assisted housing will be through the technique of reducing the debt service and the subsidy levels on eligible properties. Restructuring would occur through a negotiated process of setting new market rents and corresponding debt and subsidy levels before or at contract expiration. Funding for this program is authorized by the U.S. Congress.

CDBG Funds: Through the federal Community Development Block Grant Program (CDBG), HUD provides funds to local governments for a wide range of community development activities. These funds can be used for the acquisition, construction, rehabilitation through a non-profit organization for housing, homebuyer assistance, rental assistance, and public service activities. These funds could be used to acquire or subsidize the at-risk units. Baldwin Park receives approximately $1.8 million annually in CDBG funds which are currently committed to a variety of housing and community development programs.

HOME Funds: Another source of federal funds for preserving assisted multi-family units is available under the HOME (Home Investment Partnership) program. These funds can be used to assist tenants or homeowners through acquisition, construction, reconstruction, or the rehabilitation of affordable housing. A federal priority for use of these funds is preservation of the at-risk housing stock. Baldwin Park receives approximately $400,000 annually in HOME funds, which are currently committed to operating the City's first-time homebuyer program.

Tax Increment Funds: The Baldwin Park Redevelopment Agency uses its housing set-aside funds to provide affordable housing opportunities to Baldwin Park residents. The Agency generates approximately $1,000,000 in annual redevelopment set-aside, of which approximately $100,000 is allocated to first-time homebuyer assistance.

Administrative Resources

An alternative to providing subsidies to existing owners to maintain units affordable to low income persons is for public and nonprofit agencies to acquire or construct housing units to replace at-risk units.

National Housing Ministries (NHM): NHM is a nonprofit corporation founded in 1976 for the purpose of providing comprehensive management, development, and consultation services in the field of housing. In Los Angeles County alone, NHM manages more than housing projects, which include housing for the senior and disabled, and SRO projects for low income persons. In 1995, the NHM assisted the Foster Apartments Corporation in forming a Community-Based Organization and purchasing the Foster Avenue Apartments as long-term affordable housing.

Baldwin Park Housing Authority: The Baldwin Park Housing Authority administers the City's Section 8 voucher/certificate program, as well as the public housing project in the City. The Housing Authority would be well positioned to assist in the preservation of at-risk units.

Residential Site Analysis

As part of the Housing Element, the City is required to inventory land suitable for residential development, including vacant sites and sites having potential for redevelopment, as well as analyze the relationship of zoning and public facilities and services to these sites. This process is also needed to assess how to address the City's share of regional housing needs (RHNA).

As part of the Land Use Element for the Baldwin Park 2020 General Plan, a parcel-specific analysis was conducted of the City's residential growth potential using a GIS database of existing and planned land uses in the City. Table HE-5 illustrates the existing residential acreage and associated dwelling units in the City by General Plan land use category, and compares this distribution with that provided for by the 2020 General Plan. As indicated in the table, implementation of the General Plan has the potential to result in 20,741 dwelling units citywide, or an increase of 3,356 units over the City's housing stock of 17,385 units as of 1998.

Table HE-5
Residential Sites Inventory

Land Use Designation	Area in Acres		Average General Plan Density	Estimated Dwelling Units (du)		Net Change in du
	Existing Land Use	General Plan		Existing Land Use	General Plan (b)	
Single Family Residential	1,795	1,795	7.8 du/acre	11,666	12,690	1,024
Garden Multi-Family	206 (a)	173	10.8 du/acre	2,615	3,392	777
Multi-Family Residential	122	169	18 du/acre	3,104	4,409	1,305
Mixed Use Residential	0	8	30 du/acre	0	250	250
Total	2,123 ac	2,145 ac		17,385 du	20,741 du	3,365 du

(a) Includes 28 acres of existing Mobile Home Park use, with 354 existing units.
(b) For purposes of estimating a realistic growth potential in the City's residential areas, the General Plan assumes existing residential developments which exceed permitted General Plan densities will not recycle to the lowered density during the time frame of the 2020 Plan.

New opportunities for housing will occur primarily in areas designated Mixed Use, including the greater Downtown area and along North Maine Avenue; in expanded areas designated Garden Multi-Family along Ramona Boulevard; and on the last two sizable vacant parcels remaining in the City. A new Mixed Use category in the Downtown area provides for approximately 250 new dwelling units. The two major vacant sites are: a 2.5-acre site on Dalewood designated Single-Family Residential and a 3.2-acre site on Pacific Avenue designated Garden Multi-family. Numerous smaller infill parcels in the City's single-family neighborhoods will continue to offer opportunities for subdivision.

Within the planning period of this Housing Element, residential development is most likely to occur in areas that are currently vacant. Table HE-6 identifies the vacant residential sites in the City (as of 1998) and provides an estimate of development potential based on potential development intensities in the City.

Table HE-6
Vacant Residential Sites Inventory

Land Use Designation	Total Area (in acres)	Potential Density	Potential Units
Single-Family	33.38	7.8 units/acre	213
Garden Multi-Family	15.52	10.8 units/acre	148
Multi-Family	3.56	18 units/acre	58
Mixed Use	2.66	30 units/acre	72
Total	55.12		491

As discussed above, the City has been assigned a RHNA of 475 units for the period of January 1, 1998 through June 30, 2005. Among these 475 units, 119 units should be affordable to very low income households, 81 units to low income households, 100 units to moderate income households, and 175 units to upper income households.

Development of lower income housing can be accommodated on properties designated for Multi-Family and Mixed Use Residential uses. Vacant properties with these designations total 6.2 acres, with the capacity to accommodate 130 units. Also, the City has recently adopted a specific plan in order to accommodate the 71-unit Thomas Safran project for families and seniors. Together with this 71-unit project, the City has adequate sites to address its 200 unit lower income housing requirement.

In addition to the vacant properties, recycling of existing uses in areas designated Mixed Use, including the greater Downtown area and along North Maine Avenue, will yield additional units. The General Plan Land Use Element includes several policies to encourage lot consolidation and reuse of existing properties in the Mixed Use areas to facilitate integration of residential and commercial uses.

Given the overall affordable housing prices in Baldwin Park (median home price at $135,000 and median condominium price at $94,000), the City should be able to address the remaining RHNA requirements of 100 units for moderate income households and 175 units for upper income households through development of single-family homes, condominiums/townhomes, and garden apartments under the Single-Family Residential and Garden Multi-Family Residential land use categories.

Review of Past Accomplishments

State Housing Element law requires communities to assess the achievements under adopted housing programs as part of the update to their housing elements. These results should be quantified if possible (e.g. rehabilitation results), but may be qualitative where necessary (e.g. mitigation of governmental constraints). These results then need to be compared with what was projected or planned. Where significant shortfalls exist between planning projections and actual achievements, the reason for such discrepancies must be discussed.

The City's adopted 1994 Housing Element contains a total of 15 housing programs. The following discussion reviews the continued appropriateness of these programs, the effectiveness of the Element, and the progress in implementation since 1994. The Housing Element cycle for SCAG jurisdictions has been extended multiple times, and now runs through June 30, 2000. As a result, this review will cover accomplishments between January 1989 and June 2000.

Conserving the Existing Affordable Housing Stock

A major emphasis of the City's 1994 Housing Element was to maintain the quality of housing in residential neighborhoods and conserve affordable units in the community. The Housing Element sets forth five specific programs to conserve existing affordable housing: Community Improvement Program, Home Rehabilitation Loan Program, Preservation of At-Risk Rental Housing, Section 8 Rental Assistance, and Central Business District Replacement Housing Plan.

Community Improvement Program: The intent of the Community Improvement Program is to remove blighted conditions in low income areas through the Building Department's Code Enforcement Program. This program is funded through CDBG grants. Between January 1989 and December 1993, the program operated on a staff of 1.5 persons and received an average of 250 to 350 complaints monthly. Among these complaints, approximately 200 to 300 constituted code violations, and approximately 50 to 75 received citations monthly. In recent years, the program has been scaled back due to budgetary constraints. Nonetheless, the City has been able to continue to utilize the Code Enforcement Program to address blighted conditions in targeted areas throughout the City.

Home Rehabilitation Loan Program: The residential rehabilitation loan program provides low interest and deferred loans and grants to low income, elderly, and disabled homeowners. This program was designed to eliminate housing deterioration in low-income areas. The Element's planned objective was to assist in rehabilitation of 20 units annually. From July 1994 through June 2000, the City provided 94 low-interest/deferred loans and grants to homeowners. The City's housing rehabilitation programs have been highly effective in improving housing conditions and remain an integral part of the City's overall housing strategy.

Preservation of At-Risk Rental Housing: Baldwin Park Housing Authority staff has continued to monitor projects at risk of conversion to market rate housing. Ownership of Foster Avenue Apartments has been transferred to a Community-Based Organization and is no longer considered at-risk. Clark Terrace and Frazier Park have no binding low income use restrictions. Syracuse Park has extended its affordability controls to the year 2012. However, the Section 8 contracts on these three projects are eligible to expire on or before 2002.

Typically, Section 8 units that have above fair-market rents are not considered at risk because they are eligible to participate in the "mark-to-market program," which the owners are likely to find more financially beneficial. According to HUD's inventory of Section 8 contracts, all units in Clark Terrace, Frazier Park, and Syracuse Park are renting at rates that are above the fair-market rents. These projects are eligible to participate in the mark-to-market project and therefore not at imminent risk of conversion. Nonetheless, programs to preserve the City's affordable housing stock remain appropriate for the Housing Element.

Section 8 Rental Assistance: The City previously implemented the HUD Rental Rehabilitation Program through the Baldwin Park Housing Authority. A total of 18 rental units were rehabilitated under this program. This federally funded program has since been discontinued by HUD, with no additional moderate rehabilitation funding available. However, the 18 Section 8 certificates associated with the units previously rehabilitated in Baldwin Park will continue to be available.

The City's 1994 Housing Element objective was to provide rental assistance to 413 very low income households. Currently, 808 very low-income residents receive tenant-based voucher rental assistance under the jurisdiction of the Baldwin Park housing authority. In addition, 246 very low income households are being assisted through project-based Section 8 subsidies in 5 developments. Another 12 very low income households reside in units previously rehabilitated under the program described above and receive Section 8 assistance. This level of achievement has far exceeded the City's goal of assisting 413 households.

Central District Replacement Housing Plan: The City has fulfilled its replacement housing obligations within the Central District Redevelopment Project. This program is no longer appropriate for the Element. According to the Redevelopment and Housing Implementation Plan, a total of 185 housing units affordable to very low and low income households have been provided in the project areas, totaling 368 bedrooms. The Agency fulfilled its replacement housing obligations for all project areas.

Assist in the Development of Affordable Housing

The City's 1994 Housing Element identifies several programs directed at assisting in the development of affordable housing: HOME First-Time Homebuyer Program, Mortgage Credit Certificate Program, Density Bonus Program, and Lot Consolidation Program.

HOME First-Time Homebuyer Program: In 1995/96, the City received $500,000 in combined State and federal HOME funds which were used to initiate a citywide first-time homebuyer program. Since then, the City has become a participating jurisdiction with HUD under the HOME program, and receives an annual direct HOME entitlement of approximately $400,000. Between July 1996 and June 2000, 85 Baldwin Park households were assisted using both HOME and Redevelopment Agency Housing Set-aside funds. The First-Time Homebuyers Program provides low to moderate income families the opportunity to purchase a home through the use of gap financing and down payment assistance. Both new and existing housing within the established maximum purchase price are eligible.

Mortgage Credit Certificate Program: The City continues to participate with Los Angeles County in the Mortgage Credit Certificate program to provide federal income tax credits to first-time homebuyers. Since 1997, 48 Mortgage Credit Certificates have been approved for first-time homebuyers in Baldwin Park.

Density Bonus: The City's Planning Department has suffered further reductions in staff since adoption of the 1994 Element due to City budget constraints and consequently, has been unable to take on many of the long-range planning tasks identified in the 1994 Housing Element. And although the City has not yet amended its local Density Bonus ordinance as called for in the 1994 Element, the City continues to grant density bonuses consistent with State law. Since 1994, density bonuses have been granted on 5 projects, resulting in a total of 21 low income units and 8 moderate-income units being developed. Several of these density bonus projects have been linked with the City's first-time homebuyer program to assist lower income renters to move into homeownership. The City will revise its Density Bonus provisions in conjunction with a comprehensive update to the Zoning Code upon adoption of the General Plan in 2001. As part of the Zoning Code update, the density bonus provisions will be revised to maintain consistency with State law.

In addition to the use of density bonus incentives, the City has used the specific plan process to offer significant increases in density, as well as other regulatory relief for affordable housing developments. The City's existing TELACU senior housing project was developed under a specific plan. The newly approved 71-unit project will also be developed under a specific plan at 55 units per acre and a parking requirement of less than 0.5 space per unit. This new project is currently in the process of applying for state tax credits. Construction of the project is expected to begin in 2001.

Lot Consolidation Program: Since 1997, the City/Redevelopment Agency has provided over $1,000,000 in land write-downs to subsidize land for 5 new housing developments in the City. This has resulted in the production of 29 affordable housing units being financed at cost of $36,200 per unit. Given the scarcity of consolidated sites for housing development remaining in Baldwin Park, the City/Redevelopment Agency can play an important role in assisting in the assembly of land for affordable housing. This program remains appropriate for the Housing Element update.

Provision of Adequate Housing Sites

The 1994 Housing Element identifies two programs for the provision of adequate sites: Downtown Specific Plan and Sites for Homeless Shelters.

Downtown Specific Plan: While the City has not yet adopted a Specific Plan for the Downtown, the 2020 General Plan sets forth integrated land use, circulation, economic development, and urban design policies to establish a mixed use pedestrian district in the Downtown. The Land Use Element establishes a new Mixed Use designation for the Downtown, providing for multi-family residential up to 30 units per acre without a requirement for commercial uses. Density incentives of 0.25 FAR are offered for developments which include both residential and commercial uses. The Land Use Element calls for preparation of a specific plan to provide further direction on the precise land use, circulation and public improvement plan for the Downtown. As part of the Downtown Specific Plan preparation, the City envisions the need to evaluate the development standards appropriate to facilitate mixed-use development in the Downtown area. Specifically, the City will establish a height limit that will facilitate the development of residential mixed-use developments at the permitted density of 30 units per acre.

Sites for Homeless Shelters: The City has not yet amended the Zoning Code to specifically define and permit emergency shelters or transitional housing again due to staffing constraints. The City will undertake a comprehensive Zoning Code update following adoption of the General Plan, and will incorporate these and other zoning revisions identified in the Housing Element.

Remove Governmental Constraints

The 1994 Housing Element identifies three programs to address potential governmental constraints: land use controls, fees, and expedited project review.

Land Use Controls: The City has not yet conducted a comprehensive evaluation of multi-family development standards as called for in the 1994 Element due to the staffing constraints described above. However, the City is committed to revising the Zoning Code following adoption of the General Plan in 2001, and will re-evaluate multi-family development standards at that time in conjunction with other zoning revisions called for in the Housing Element.

The City has utilized other land use incentives for affordable housing. As previously described under the Density Bonus program, the City has utilized the specific plan process to offer significant increases in density, as well as other regulatory relief for affordable housing. The recently approved 71-unit senior housing project was processed under a specific plan.

The City has also adopted a Planned Development Overlay zone to address the problems associated with flag lots, landlocked lots, and lots with narrow and deep dimensions. The PD zone offers relief from development and design standards by allowing more creativity in residential construction on lots larger than one acre.

Development Fees: The City's development fees are set at the minimum level necessary to recover the costs of development processing. The City has not granted fee waivers or fee reductions for affordable housing since adoption of the 1994 Element, but has instead focused on providing assistance through the land use mechanisms described above. Nonetheless, as the City may use this tool in the future as part of a package of incentives offered for affordable housing, this program remains appropriate for the Element.

Expedite Project Review: The City has adopted an "Administrative Adjustment Process" to expedite project review and provide flexibility for residential development. A typical multi-family project is subject to plan and design reviews at the staff level only. Staff also has discretion to grant modified development standards on height, setback, open space and/or parking without requiring discretionary approval from the Planning Commission.

Equal Housing Opportunity

The 1994 Housing Element identified one program addressing Equal Housing Opportunity: Fair Housing Program.

Fair Housing Program: The City of Baldwin Park continues to contract with the Fair Housing Council of San Gabriel Valley (FHCSGV) for fair housing services. Services provided by the FHCSGV include distribution of literature, arbitration of complaints, conducting workshops and presentations, and rental referral. Between FY 1994 and FY 2000, a total of 1,530 households in Baldwin Park had been assisted with fair housing services by the FHCSGV.

In 1989, Baldwin Park contracted with the FHCSGV to conduct a Fair Housing Assessment, which identified no major finding in the area of fair housing issues or discrimination. In 1996, the City conducted an Analysis of Impediments to Fair Housing Choice which also concluded that no major impediment to fair housing choice and no significant gap in delivery of fair housing services in the City. Nevertheless, the City continues to educate landlords of their responsibilities to the tenants and of maintaining their rental units in standard condition. The City will be updating the Analysis of Impediments to Fair Housing Choice in 2001 pursuant to HUD requirements.

RHNA Accomplishments (1989-1997)

For the last Housing Element cycle, the City had been assigned a Regional Housing Needs Assessment (RHNA) of 627 units for the period of July 1, 1989 through December 31, 1997. The income distribution of these 627 units is: 111 units for very low income; 151 units for low income; 144 units for moderate income; and 221 units for upper income.

Due to the economic recession of the early 1990s and limited vacant land in the City, residential growth had been limited between 1989 and 1997. During those years, the City's housing stock increased by only 254 units, 40 percent of the City's RHNA for the period. Among these 254 units, at least103 units were units affordable to lower and moderate income households.

As previously mentioned, the 74-unit TELACU housing project for very low income seniors was developed in 1991. Since 1994, the City has also facilitated the development of 21 low income units and 8 moderate income unit through the use of density bonuses. Based on these accomplishments, the City achieved 25 percent of its RHNA for lower and moderate income households.

Housing Conservation and Maintenance

Goal 1.0 **Maintain and enhance the quality of existing residential housing and neighborhoods in Baldwin Park**

Policy 1.1 Encourage the ongoing maintenance and repair of owner-occupied and rental housing to prevent deterioration of housing in the City. Monitor residential structural conditions on a neighborhood basis through an occupancy inspection program.

Policy 1.2 Promote the rehabilitation of substandard and deteriorating housing in areas designated for long term residential use. Promote efforts to remove substandard units which cannot be rehabilitated

Policy 1.3 Provide focused code enforcement and rehabilitation efforts in targeted neighborhoods to achieve substantive neighborhood improvements.

Policy 1.4 Work to alleviate unit overcrowding by encouraging owners to add bedrooms, bath, and additional living areas in existing homes. Offer financial assistance for room additions to income qualified households.

Policy 1.5 Work to alleviate illegal conversions of garages and patios through code enforcement, supported by rehabilitation assistance.

Policy 1.6 Preserve low-income housing in the City at risk of converting to market rate by monitoring the status of pre-payment eligible projects, and identifying financial and organizational resources available to preserve these units.

Housing Sites

Goal 2.0 **Provide adequate residential sites through appropriate land use and zoning designations to accommodate the City's regional share of housing needs.**

Policy 2.1 Provide for a range of residential development types in Baldwin Park, including low density single-family homes, small lot single-family subdivisions, medium density townhomes, and higher density apartments and condominiums.

Policy 2.2 Establish a *Mixed Use* General Plan designation for the Downtown and along North Maine Avenue to provide opportunities for both vertical integration of commercial and residential uses, as well as mixed uses side by side, on a lot-by lot basis. Provide for residential densities of 30 units per acre, and offer density incentives for projects which combine both residential and commercial use.

Policy 2.3 Locate higher density residential uses in close proximity to commercial areas and transportation routes for accessibility to services.

Policy 2.4 Facilitate the transition of residential uses out of industrial and commercial zones, and provide new opportunities for housing in more appropriate locations.

Policy 2.5 Designate appropriate zone districts for the location of transitional housing and emergency shelters, and develop standards to enhance the compatibility of these uses with the surrounding neighborhood or commercial district.

Affordable Housing Development

Goal 3.0 **Assist in the development of housing affordable to low and moderate income households.**

Policy 3.1 Support the development of affordable housing by providing financial and/or regulatory incentives for projects which include low and moderate income units.

Policy 3.2 Assist residential developers in identifying and consolidating parcels suitable for new housing development.

Policy 3.3 Encourage developers of for-sale housing to utilize the City's first-time homebuyer assistance program to qualify lower income applicants.

Policy 3.4 Actively pursue additional sources of funds for affordable housing, including City of Industry housing set-aside monies.

Housing Constraints

Goal 4.0 **Mitigate governmental constraints to housing production.**

Policy 4.1 Continue to utilize the Specific Plan process as a means of providing flexible development standards for affordable housing development.

Policy 4.2 Continue to utilize density bonus incentives to encourage market rate developments to integrate units affordable to lower income households.

Policy 4.3 Continue to utilize the Administrative Adjustment Process and concurrent review processing as a means of streamlining development review procedures.

Policy 4.4 Provide flexible development standards on lots greater than one acre through use of the Planned Development Overlay Zone.

Policy 4.5 Periodically review City regulations, ordinances, departmental processing procedures and residential fees related to rehabilitation and/or construction to assess their impact on housing costs, and revise as appropriate.

Fair Housing

Goal 5.0 **Promote equal opportunity for all residents to reside in the housing of their choice.**

Policy 5.1 Continue to enforce fair housing laws prohibiting arbitrary discrimination in the building, financing, selling or renting of housing on the basis of race, religion, family status, national origin, physical handicap or other such characteristics.

Policy 5.2 Continue to offer fair housing services to residents, including tenant/landlord dispute resolution and discrimination complaints.

Policy 5.3 Require mobile home and trailer park owners proposing park closures to adhere to State relocation requirements.

The goals and policies contained in the Housing Element address Baldwin Park's identified housing needs and are implemented through a series of housing programs offered through the Baldwin Park Planning Division, Housing Authority and the Community Development Department. Housing programs define the specific actions the City will undertake to achieve specific goals and policies. According to Section 65583 of the Government Code, a city's housing program must address the following five major issue areas:

- Conserving the existing supply of affordable housing;
- Assisting in the Development of affordable housing;
- Providing adequate sites to achieve a variety and diversity of housing;
- Removing governmental constraints as necessary; and
- Promoting equal housing opportunity

Baldwin Park's housing plan for addressing unmet needs, removing constraints, and achieving quantitative objectives is described in this section according to the above five areas. The housing programs introduced on the following pages include programs that are currently in operation and new programs which have been added to address the City's unmet housing needs. The Housing Program Implementation Table HE-7 located at the end of this section summarizes the objectives of each housing program, along with identifying the program funding source, responsible agency, and time frame for implementation.

Conserving the Existing Supply of Affordable Housing

Preserving the existing housing stock in Baldwin Park is a top priority for the City, and maintaining the City's older neighborhoods is vital to conserving the overall quality of housing in the community. The City supports neighborhood preservation through code enforcement and housing rehabilitation programs, as well as first-time homebuyer programs aimed at improving neighborhood stability and pride.

In addition to maintaining the quality of the existing housing stock, Baldwin Park must also conserve affordable units in community, including the preservation of assisted housing and rental subsidies.

1. Community Improvement Program - This program is a continuation of a Community Development Block Grant (CDBG) code enforcement program and works in conjunction with the low-interest Rehabilitation Loan Program and Street Improvements Program.

Deterioration and blight are significant problems in low-income areas. Many affected properties are in areas north of Ramona near Maine Avenue and in the City's southwestern section near the freeways, where absentee landlords do not invest in improvements and use their properties primarily as tax write-offs. The Community Improvement Program will continue to concentrate its efforts on removing blighted conditions from these areas through the enforcement of existing building codes. Community Improvement officers work in conjunction with building inspectors and Housing Authority staff.

2. Home Rehabilitation Loan Program - The goal of these programs is to offer residents an opportunity to live in a safe and sanitary environment by offering rehabilitation assistance to lower income single-family households. As illustrated in Figure HE-1, targeted neighborhoods are within census tracts 4047, 4048, 4051, and parts of 4050, 4052, and 4070. These programs include low interest loans, rehabilitation deferred loans, and a rehabilitation grant program. It is the City's goal to assist 36 households per year over the 2000-2005 Housing Element time frame, providing assistance to 80 very low income households and 100 low income households using CDBG funds. Redevelopment set-aside funds will be used to augment this program to provide assistance to moderate income households. The Agency has set aside $400,000 between 2000 and 2004 to assist 32 moderate income households.

Low Interest Loans: The low interest loan program provides loans of up to $35,000 to owner-occupied households earning up to 80 percent of the County median income using CDBG funds. Set-aside funds may be used to assist households with income up to 120 percent of the County median. This loan amount provides for major repairs and room additions which help alleviate overcrowding. Loans are subject to the following limits and terms:

- $1,000 to $6,000 up to 5 years
- $7,000 to $15,000 up to 10 years
- $16,000 to $35,000 up to 15 years

The interest rate is three percent and is subject to revision at the City's discretion. The nature and extent of repairs, due to the limited funding, are limited to those repairs deemed consistent with City code and/or normal residential conservation and maintenance such as roofing, wiring, plumbing, flooring, and painting repairs. It is the City's goal to assist 17 households on an annual basis through this program using CDBG funds.

Deferred Loans: Deferred loans are offered to low income senior citizens, the handicapped or disabled, and very low income (50 percent of median income) single heads of household. This program provides loans of up to $15,000 at 1 percent interest, and defers the repayment of principal and interest until one of the following occurs: The title changes on the deed, the house is no longer owner occupied, the house is refinanced, or the house is sold. This loan amount provides for major repairs and room additions which help alleviate overcrowding. It is the City's goal to assist 17 households on an annual basis with deferred loans.

Rehabilitation Grants: This program provides grants for up to $2,000 to very low income senior citizens, the handicapped or disabled, and single heads of household to be used for emergencies, such as plumbing, electrical, and severe roofing problems. It is the City's goal to assist very low income households with emergency repair grants on an as-needed basis, with an estimated two grants provided on an annual basis.

3. *Multi-Family Housing Rehabilitation* - Approximately 60% of the housing in Baldwin Park is older than 30 years, warranting some attention in the area of maintenance and repair. The Home Rehabilitation Program provides loans and grants to address the rehabilitation needs of single-family homes. Recognizing the need to maintain the City's affordable housing stock, the City recently allocated $400,000 in CDBG funds to implement a multi-family housing rehabilitation program to primarily focus on the "Dalewood Downs" area.

4. *Preservation of At-Risk Rental Housing* - As discussed earlier in the Element, three housing projects -- Clark Terrace, Frazier Park, and Syracuse Park -- have Section 8 contracts which are eligible to expire prior to 2010. The City will take the following actions to preserve the 174 low income units in these projects as affordable housing:

Monitor the Status of Section 8 Legislation: The project-based Section 8 program is undergoing constant and substantial changes, which make planning for the preservation of at-risk units a difficult task. City staff will monitor the legislative changes concerning the Section 8 program in order to be strategically prepared for the potential conversion of at-risk projects.

Monitor Units at Risk: The City will monitor the at-risk projects through maintaining contact with the property owners regarding their long-term plan for the projects. At least twice a year, the Housing Authority will contact the property owners to verify their intent for the projects and discuss preservation options.

Work with Potential Purchasers: The City will establish contact with public and non-profit agencies interested in purchasing and/or managing units at risk. Where feasible, the City will provide technical assistance to these organizations with respect to financing.

Conduct Tenant Education: The California Legislature passed SB 1572 in 2000, requiring property owners give a 12-month notice of their intent to opt out of low income use restrictions. A second notice six months in advance is also required to provide more detailed information. The City will work with tenants of at-risk units and provide them with education regarding tenant rights and conversion procedures. The City will also provide tenants in at-risk projects with information regarding Section 8 rent subsidies through the Baldwin Park Housing Authority, and other affordable housing opportunities in the City.

5. Section 8 Rental Assistance (Certificate/Voucher) Program - The Section 8 Rental Assistance Program extends rental subsidies to very low income households who spend more than 30 percent of their gross income on housing. Rental assistance not only addresses housing affordability but also overcrowding by allowing families that may be "doubling up" to afford their own housing.

The Baldwin Park Housing Authority administers the Section 8 program for the City. Currently, over 800 very low income households in the City receive rental assistance under this program. The City will encourage apartment owners to list their properties with the Housing Authority as eligible to receive Section 8 tenants and will provide priority assistance to displaced households, households residing in substandard housing, and households spending greater than 50 percent of their income on housing costs.

6. Mobilehome Park Closure Requirements - Baldwin Park has 6 mobilehome parks containing approximately 214 units. All parks are located along the I-10 freeway in nonresidential zones. These parks are surrounded by in compatible heavy commercial and industrial uses, and many of the mobilehome units are in substandard condition. Four of these trailer parks have been nonconforming since the early 1980s and were required under City amortization procedures to have been removed by December 1999. While no action has yet been undertaken, the City intends to pursue removal of these trailer parks during the time frame of this Housing Element.

Pursuant to State law (Government Code Section 65863.7), the City will adopt a Relocation Impact Report (RIR) to evaluate the impact of park closures on park residents. The RIR shall address the availability of adequate replacement housing in mobilehome parks and relocation costs. Copies of the RIR shall be provided to park residents at least 15 days prior to a hearing on the report to be conducted by the Baldwin Park City Council.

Assist in the Development of Affordable Housing

For-sale housing prices are lower in Baldwin Park than in surrounding communities. Thus, the homes can provide affordable housing opportunities to low and moderate income households with limited assistance from the City. The Housing Element sets forth several first-time homebuyer programs aimed at moving renters into homeownership and promoting neighborhood stability.

New construction is a major source of housing for prospective homeowners and renters. However, the cost of new construction is substantially greater than other program categories. Incentive programs, such as density bonus, offer a cost-effective means of providing affordable housing development.

7. First-Time Homebuyer Program - The goal of this program is to help stabilize the City's neighborhoods by moving low to moderate income renters into long-term homeownership. The City's first-time homebuyer programs include a low interest loan program as well as two down payment assistance programs. The City's annual goals under these programs are to provide mortgage financing assistance to 20 low income and 5 very low income first time homebuyers, and downpayment assistance to 9 low and 16 moderate income first time homebuyers.

HOME First-Time Homebuyer Low Interest Loan - In 1996, the City of Baldwin Park initiated its first-time homebuyers program using HOME funds. The program offers homeownership assistance to lower income households for purchase of both existing or new homes located anywhere in the City. The loan is structured as a "silent second." Redevelopment set-aside funds are used to provide the mandated local match for the HOME funds. A total of $1,000,000 in set-aside funds has been allocated over a five-year period for the matching requirements.

4% Down Payment Assistance (FreshRate) - This loan is offered to assist low to moderate income (120 percent of median income) families, and is not restricted to first time homebuyers. The program will lend 4 percent of the purchase price of the home to be used as a down payment and closing cost. This program is funded through the Independent Cities Lease Finance Authority of which the City of Baldwin Park is a participant.

2% Down Payment Assistance - This loan is the same as the 4 percent assistance loan, except that it is offered to first time homebuyers only. This program is funded through the Baldwin Park Redevelopment Agency's 20 percent Housing Set-aside Fund. Between 2000 and 2004, the Agency has set aside $600,000 for the Down Payment Assistance Program.

8. *Mortgage Credit Certificate (MCC)* - As a means of further leveraging homeownership assistance, the City participates with the County Community Development Commission (CDC) in implementation of a Mortgage Credit Certificate Program. An MCC is a certificate awarded by the CDC authorizing the holder to take a federal income tax credit. A qualified applicant who is awarded an MCC may take an annual credit against federal income taxes of up to 20 percent of the annual interest paid on the applicant's mortgage. This allows more available income to qualify for a mortgage loan and to make the monthly mortgage payments. The value of the MCC must be taken into consideration by the mortgage lender in underwriting the loan and may be used to adjust the borrower's federal income tax withholding.

9. Density Bonus/Development Incentives Ordinance - Pursuant to State density bonus law, if a developer allocates at least 20 percent of the units in a housing project to lower income households, 10 percent for very low income households, or at least 50 percent for "qualifying residents" (e.g. seniors), the City must either: a) grant a density bonus of 25 percent, along with one additional regulatory concession to ensure that the housing Development will be produced at reduced cost, or b) provide other incentives of equivalent financial value based upon the land cost per dwelling unit. The developer shall agree to and the City shall ensure continued affordability of all lower income density bonus units for a minimum 30-year period.

The City will adopt a density bonus ordinance by 2002 to comply with State law and to specify regulatory concessions to be offered. The City will also promote the use of density bonuses by preparing a handout to be available at the Planning Department public counter, and provided directly to development applicants.

10. Land Assemblage and Write-Down - Baldwin Park can utilize CDBG, HOME and redevelopment monies to write down the cost of land for development of low and moderate income housing. The intent of this program is to reduce land costs to the point that it becomes economically feasible to build units affordable to lower income households. As part of the land write-down program, the City may also assist in the acquiring and assembling property and in subsidizing on and off-site improvements.

The Baldwin Park Redevelopment Agency has set aside approximately $2,700,000 in funding to subsidize housing construction for families and seniors by offering land write-downs. The general goal is to achieve 170 units between 2000 and 2004.

Provision of Adequate Housing Sites

A key element to satisfying the housing needs of all segments of the community is the provision of adequate sites for all types, sizes, and prices of housing. Both the General Plan and Zoning Ordinance dictate where housing may locate, thereby affecting the supply of land available for housing.

11. Land Use Element- The Baldwin Park 2020 General Plan Land Use Element provides additional sites for housing development in the City, providing for an increase in over 3,300 units at densities ranging from 8 to 30 units per acre. New opportunities for housing will occur primarily in areas designated Mixed Use; in expanded areas designated Garden Multi-Family along Ramona Boulevard; and on the last two sizable vacant parcels remaining in the City.

These opportunities for growth will more than adequately fulfill the City's share of regional housing needs for 475 units during the 1998-2005 period. In terms of housing to address the need for 200 lower income households, the Land Use Element provides for an increase in over 1,300 dwelling units at densities up to 20 units per acre, and an additional 250 units in areas designated Mixed Use at densities up to 30 units per acre.

Due to the scarcity of vacant land remaining in Baldwin Park, the City can play an important role in providing information to prospective developers on sites suitable for residential development. The City will maintain and update the residential sites inventory developed as part of the 2020 General Plan and will provide this information to residential developers.

12. Sites for Homeless Shelters - According records provided by the East San Gabriel Valley Coalition for the Homeless, the agency provided assistance to approximately 146 homeless families and 182 individuals in Baldwin Park in 1999. The City continues to provide homeless assistance by supporting non-profit agencies including the East San Gabriel Valley Coalition for the Homeless, and offers Emergency Vouchers and Emergency Housing through a grant from Kaiser Permanente.

The City's Zoning Ordinance does not explicitly allow for homeless facilities. The City will modify the Zoning Ordinance to permit transitional housing in appropriate residential zones and emergency housing in commercial and industrial zones, all subject to approval of a Conditional Use Permit (CUP). Appropriate zones include the C-2 (General Commercial) and I-C (Industrial/Commercial) zones. The CUP will set forth conditions aimed at encouraging and facilitate the development of transitional housing and emergency shelters, as well as enhancing the compatibility of such facilities with the surrounding neighborhood or commercial district. City plans to amend its Zoning Ordinance to reflect these and other Housing Element provisions by 2002.

Removal of Governmental Constraints

Under present State law, the Baldwin Park Housing Element must address, and where legally possible, remove governmental constraints affecting the maintenance, improvement, and development of housing. The following programs are designed to lessen governmental constraints on housing development.

13. Land Use Controls - The Housing Element looks to provide flexibility in residential development standards as a means of reducing the costs of development, thus enhancing unit affordability. The City will continue to utilize the Administrative Adjustment Process as a means of providing flexibility in height, setback, open space, and parking requirements, as well as the Planned Development Overlay for single-family development on parcels greater than one acre in size. In addition, the City will re-evaluate its multi-family residential standards and develop new standards for mixed use development as part of a comprehensive update to the Zoning Ordinance to be conducted following adoption of the General Plan.

The Land Use Element calls for preparation of a specific plan to provide further direction on the precise land use, circulation and public improvement plan for the Downtown. As part of the Downtown Specific Plan preparation, the City will evaluate the development standards appropriate to facilitate mixed-use development in the Downtown area. Specifically, the City will establish a height limit that will facilitate residential mixed use developments at the permitted density of 30 units per acre.

14. Development Fees - Various fees and assessments are charged by the City to cover the costs of processing permits and to provide services and facilities to projects. While the City's fees are low compared to many other jurisdictions, fees do contribute to the cost of housing and may constrain the development of lower priced units. The reduction of City fees and assessments can lower construction costs and in turn, lower sales and rental prices. In conjunction with the City's updated density bonus/development incentive program, the City will incorporate options for fee reductions for affordable housing developments.

In addition, the City will consider reimbursing development fees for affordable housing projects using set-aside, HOME, or CDBG funds, regardless of the use of density bonus incentives. The feasibility and level of assistance will be evaluated on a case-by-case basis.

15. Expedite Project Review - A community's evaluation and review process for housing projects contributes to the cost of housing because holding costs incurred by developers are ultimately reflected in the unit's selling price.

The City shall develop and utilize a plan for concurrent processing by 2002. Expeditious processing will include the following components: pre-submittal multi-departmental meeting with the project applicant to help guide the applicant through the process, thereby avoiding unnecessary delays; design review committee findings within ten days of application filing; concurrent processing of applications; and priority scheduling of affordable housing projects for public hearings.

Promoting Equal Housing Opportunity

In order to make adequate provision for the housing needs of all economic segments of the community, the housing program must include actions that promote housing opportunities for all persons regardless of race, religion, sex, family size, marital status, ancestry, national origin, color, age, or physical disability. More generally, this program component entails ways to further fair housing practices.

16. Fair Housing Program - Fair Housing is a citywide program that provides assistance to Baldwin Park residents to settle disputes related to violations of local, State, and federal housing laws. Also, Fair Housing provides an educational program concerning housing issues for tenants and landlords. Baldwin Park contracts with the Fair Housing Council of San Gabriel Valley (FHCSGV) for these services. In 1996, the City conducted an Analysis of Impediments to Fair Housing Choice which concluded that no significant gap in delivery of fair housing services. The Report does present the following recommendations for improving access to fair housing choice:

- The City will continue to develop policies to balance the locations of public/assisted housing in the community. If financially feasible, programs and incentives can be initiated or expanded by the City to provide more opportunities to locate public/assisted housing outside of minority and low/moderate income areas of Baldwin Park.

- With the assistance of the Baldwin Park Housing Authority, the City will provide educational materials to property owners and renters about fair housing through newspaper ads, provide a brochure about fair housing to be distributed at City Hall, the Library, and other public gathering places, and conduct a periodic fair housing workshop targeting property owners, renters, and other interested people.

- The City will continue to meet with local banks annually to encourage them to target their CRA-related mortgage and equity loan programs to the Hispanic community.

- The City will encourage its Fair Housing Council to outreach to the African American population in Baldwin Park, providing education about fair housing issues, and encouraging the population to report fair housing violations.

- City personnel who conduct housing related transactions on behalf of the City will be given training about fair housing laws.

The City will continue to implement the above recommendations of the AI. Furthermore, the City will refer fair housing and tenant/landlord complaints to FHCSGV and will assist in program outreach through placement of program brochures in both English and Spanish at the public counter, City library, post office, and other community locations. In addition, the City will update the 1996 AI in 2001 pursuant to HUD regulations.

Table HE-7
Housing Program Implementation Table

Housing Program	Program Objective	Program Action (# Units to be Assisted)	Funding Source	Responsible	Time Frame
Conserving the Existing Affordable Housing Stock					
1. Community Improvement Program	Concentrate efforts on removing blighted conditions from specified areas.	Enforce existing building codes. Community Improvement Officers work in conjunction with building inspectors and Housing Authority staff.	General Fund; CDBG	City Housing Division	Ongoing
2. Home Rehabilitation Loan Program	Rehabilitate owner-occupied housing units to remove substandard conditions in low income areas.	Provide low interest/ deferred loans and emergency grants to lower income families, with a goal of providing assistance to 36 households per year using CDBG funds. Assist 8 moderate income households per year between 2000-2004 with set-aside funds.	CDBG; Redev. Hsg. Set-Aside	City Housing Division	2000-2005
3. Multi-Family Housing Rehabilitation	Rehabilitate rental multi-family housing, with primary focus on Dalewood Downs Area.	Implement program in 2001/02. Provide low interest loans to property owners. Rehabilitate approximately 50 lower income units.	CDBG	City Housing Division	Implement program in 2001/02.
4. Preservation of At-Risk Rental Housing	Preserve 174 assisted rental units at risk of converting to non-low-income uses through loss of Section 8 subsidies.	– Monitor Section 8 legislation – Monitor units at risk – Work w/h potential purchasers – Conduct tenant education	HOME; CDBG; Redev. Hsg. Set-Aside	City Housing Division	Annually contact property owners regarding status of Section 8 contract renewal
5. Section 8 Rental Assistance	Extend rental subsidies to very low income families and seniors.	Continue level of subsidy to 266 very low income households.	HUD Section 8 Certificates and Vouchers	Baldwin Park Housing Authority	Ongoing
6. Mobile Home Park Closure Requirements	Provide protection for tenants of mobilehome parks undergoing closure.	Prepare Relocation Impact Report (RIR) for parks faced with closure to identify replacement housing opportunities and set forth relocation assistance.	HOME; Redev. Hsg. Set-Aside	City Housing Division; Planning Division; Redevelopment Agency	Initiate removal process in 2001

Housing Program	Program Objective	Program Action (# Units to be Assisted)	Funding Source	Responsible	Time Frame
Assist in the Development of Affordable Housing					
7. First-Time Homebuyer Program	Expand home-ownership opportunities to lower and moderate income first-time homebuyers	Provide mortgage assistance to 25 households and downpayment assistance to 25 households annually.	HOME; Redev. Hsg. Set-Aside	City Housing Division	2000-2005
8. Mortgage Credit Certificate	Assist homebuyers to purchase housing through federal income tax credits.	Continue to participate in regional MCC program, and encourage applicants to City's first-time homebuyer program to take advantage of program.	Federal Income Tax Credit	Community Development Commission of the County of Los Angeles	Ongoing
9. Density Bonus/ Development Incentives Ordinance	Encourage development of housing for seniors, low income and large family households through the provision of density bonus incentives.	Amend density bonus ordinance to comply with State law and to specify regulatory concessions to be offered. Develop informational handout on policy, and inform residential development applicants..	General Fund	City Planning Division	Amend Zoning Code by 2002.
10. Land Assemblage/ Write-Down	Assemble property and extend write-down grants for the provision of affordable housing.	As appropriate and necessary, continue to provide land write-downs for affordable housing developments. Assist the construction of approximately 170 units for seniors and families by offering land write-downs.	Redev. Hsg. Set-Aside; HOME; CDBG	Baldwin Park Redevelopment Agency; City Planning Division	Ongoing

Housing Program	Program Objective	Program Action (# Units to be Assisted)	Funding Source	Responsible	Time Frame
Provision of Adequate Housing Sites					
11. Land Use Element	Provide a range of residential development opportunities through appropriate land use designations.	Adopt updated General Plan/Land Use Element. Maintain a current inventory of sites suitable for residential development.	General Fund; CDBG	City Planning Division	Adopt General Plan in 2001.
12. Sites for Homeless Shelters	Provide shelter to homeless individuals.	Modify zoning ordinance to permit transitional housing in appropriate residential zones and emergency shelters in C-2 (General) Commercial)and I-C (Industrial/Commercial) zones, subject to approval of a CUP.	General Fund; CDBG	City Planning Division	Amend Zoning Code by 2002.
Removal of Governmental Constraints					
13. Land Use Controls	Provide flexibility in development standards such as open space, parking, setback and height limits.	Re-evaluate multi-family residential development standards, develop new standards for mixed use development as part of comprehensive Zoning Code update.	General Fund	City Planning Division	Evaluate develop-ment standards in 2002. Adopt Downtown Specific Plan by 2003.
14. Develop-ment Fees	Reduce fees for affordable housing projects.	Incorporate options for fee reductions as part of Density Bonus/ Development Incentives ordinance. Consider reimbursing of development fees for affordable housing projects using set-aside, HOME, or CDBG funds, regardless of the use of density bonus incentives.	General Fund, set-aside, HOME, and CDBG	City Planning Division	2002

Housing Program	Program Objective	Program Action (# Units to be Assisted)	Funding Source	Responsible	Time Frame
15. Expedite Project Review	To minimize the time required for project approvals, and provide fast track permit processing for projects with an affordable component.	Develop process for concurrent processing of residential projects, and priority processing for affordable housing.	General Fund	City Planning Division	2002

Housing Program	Program Objective	Program Action (# Units to be Assisted)	Funding Source	Responsible	Time Frame
Equal Housing Opportunity					
16. Fair Housing Program	Affirm a positive action posture which will assure unrestricted access to housing.	Continue to contract with Fair Housing Council of the San Gabriel Valley to provide fair housing services and educational programs concerning fair housing issues. Assist in program outreach. Implement recommendations of City Fair Housing Assessment.	CDBG	City Housing Division	Update the 1996 AI in 2001 pursuant to HUD regulation s

2000-2005 Program Actions Summary

Housing Construction: 475 units - RHNA (119 very low income, 81 low income, 100 moderate income, 175 upper income)

Housing Rehabilitation: 312 units (130 very low income, 150 low income, 32 moderate income)

Housing Conservation: 1,224 units (174 very low income at-risk units; 800 very low income Section 8; 250 first-time homebuyer assistance - 25 very low income, 145 low income, and 80 moderate income)

Open Space and Conservation Element

2020 General Plan

BALDWIN
P · A · R · K

City of Baldwin Park
2020 General Plan

Open Space and Conservation Element

November, 2002

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OPEN SPACE/ CONSERVATION ELEMENT

Introduction

Purpose of the Element

The highly urbanized community of Baldwin Park contains limited parks and open space resources. The Open Space and Conservation Element focuses on managing existing parks, playgrounds, open space, and other recreational areas and programs, as well as the preservation of natural and historic resources.

The Open Space and Conservation Element outlines goals and policies that build on existing recreation and conservation programs. This Element considers the potential resources for new parks and open space provisions, recreational programs, and important conservation methods and programs. Policies focus on the creation of new mini parks; provision of additional joint-use playground facilities; cleanup and preservation of groundwater; and the continuation of waste management, hazardous waste, and recycling programs. Emphasis is also placed on preservation of historical resources in Baldwin Park.

Element Scope and Content

The Open Space and Conservation Element is comprised of three sections: 1) Introduction; 2) Issues, Goals and Policies; and 3) the Open Space and Conservation Plan. In the Issues, Goals and Policies section, community recreation needs and resource management issues are identified, and corresponding goals and policies are established. The Plan explains how the goals and policies will be achieved and implemented.

Related Plans and Programs

Several plans and programs have been enacted through State and local legislation that are applicable to the Open Space and Conservation Element. The following plans and programs help to ensure that parks and open space, and natural resources will continue to be available to the community.

Baldwin Park-Park Master Plan

The City's Park Master Plan prepared in 1996 outlines a plan for development, renovation, and improvement of parks and open space. The Plan addresses the existing park system and recreation programs, facilities, and the function of the City's Recreation and Community Services Department.

The goals and policies of the General Plan support the implementation of the Park Master Plan, which ensures provision of basic park amenities, incorporates design guidelines for recreation facilities, and optimizes existing park sites and facilities.

The Quimby Act

The State Subdivision Map Act, Section 66477 (The Quimby Act) allows the legislative body of a city or county, by ordinance, to require the dedication of land, the payment of fees in-lieu of, or a combination of both, for park and recreational purposes as a condition to the approval for a final tract map or parcel map.

Los Angeles County Proposition A

In 1992, a general election established the Los Angeles County Regional Park and Open Space District for the purpose of improving the safety of recreation areas and acquiring, restoring and preserving open space resources. This proposition allows a public agency or non-profit organization to receive funds in support of this purpose. The funds are authorized as grants on a competitive basis.

The National Recreation and Parks Association (NRPA)

The National Recreation and Parks Association (NRPA) has established guidelines for public park service and facilities. These guidelines suggest that a city have a minimum of 2.5 acres of park space per 1,000 residents. Due to the limited park space in Baldwin Park, this standard has not been achieved. However, it is useful for determining existing parkland deficiencies and predicting the demand from future population growth.

National Pollutant Discharge Elimination System (NPDES)

Baldwin Park, along with other municipalities in Los Angeles County, is required to control pollutant discharges in runoff from construction projects, commercial and industrial uses, and significant new development/redevelopment projects. Under the NPDES Permit, the City is obligated to require these sources to comply with runoff pollution mitigation approaches known as Best Management Practices (BMPs).

Environmental Protection Agency (EPA) Superfund Site Cleanup

Baldwin Park is located in one of four San Gabriel Valley Superfund sites that was found by the Federal Environmental Protection Agency to contain contaminated groundwater in its aquifer. EPA has identified the "potentially responsible parties" who have cooperated with EPA in designing a solution to remediate the contaminated water found in the San Gabriel Basin aquifer, a critical source of drinking water for Southern California.

City of Baldwin Park Households Hazardous Waste Element and Source Reduction and Recycling Element

The City's Household Hazardous Waste Element and Source Reduction and Recycling Element, respectively, outline methods for the safe disposal of hazardous wastes generated by households and formalize the City's integrated waste management procedures. Together these plans identify how the City will realize the California Waste Management Act of 1989 (AB939) requirements, which requires cities to reduce the amount of waste within their boundaries through source reduction and recycling.

Used Oil and Recycling Program

The City participates in a used oil recycling program funded by the California Integrated Waste Management Board. Eight convenient Certified Used Oil Collection Centers are located in Baldwin Park, as well as curbside pick-up. Most of the collection centers are located within another business, with the exception of the County Yard.

Historic Resources Code

The City recognizes historic resources as an important part of the community. The Baldwin Park Zoning Code contains a Historic Resources Code that protects and encourages the preservation of the City's heritage. Under the Historic Resources Code, the Planning Commission acts as the Historic Resource Advisory Committee for review of alterations to buildings and other activities regarding historic resources.

This section sets forth policies that address the conservation of open space, natural resources, energy, and historic resources. Goals and policies are grouped by issue areas with the potential to affect the City.

Parks and Open Space

Baldwin Park is an urban community with limited opportunity for the addition of new open space. The City's Park Master Plan designates over 530 acres of land as open space, including parks, joint-use school playgrounds, utility rights-of-way, and water channels. However, very little of the open space is actually park land and available for recreational use. The following policies focus on providing enhancements to existing park facilities and recreational programs and pursuing additional funding to support these enhancements.

Goal 1.0 **Provide and maintain adequate parks and open space.**

Policy 1.1 Preserve all existing park space, and provide improvements to enhance utilization.

Policy 1.2 Establish as a priority for funding the acquisition and development of parks and recreational facilities in neighborhoods where there are a shortage of parks.

Policy 1.3 Pursue acquisition of property through purchase or donation to create mini-parks where it is not possible to acquire sufficient acreage for neighborhood parks.

Policy 1.4 Continue to work cooperatively with the Baldwin Park Unified School District to maintain and expand playground use.

Goal 2.0 **Provide a diversity of recreational programs to meet the needs of all individuals and groups in Baldwin Park.**

Policy 2.1 Conduct ongoing needs assessment and evaluation of demands for recreational activities, and modify programs where necessary to meet these demands.

Policy 2.2 Notify City residents of the types of recreation and programs available, and encourage their participation.

Policy 2.3 Incorporate areas for both active and passive recreation in parks and facilities, and ensure that these are accessible to all age groups, as practical.

Goal 3.0 **Ensure that parks are accessible and safe for their users and compatible with adjacent residences and commercial uses.**

Policy 3.1 Ensure that all parks are adequately illuminated for safe use at night.

Policy 3.2 Provide for the supervision of park activities, and promote enforcement of codes restricting illegal activity.

Policy 3.3 Continue coordination of park security between the Recreation and Community Services Department and the Police Department to ensure that they are adequately patrolled.

Policy 3.4 Restrict and control nighttime park use so that adjacent residences are not adversely affected.

Goal 4.0 **Ensure that the costs of park and recreation facilities and programs are borne by those who benefit and contribute to additional demands.**

Policy 4.1 Require that developers contribute to provide parks and recreational facilities to offset additional demands brought about by new development.

Policy 4.2 Pursue the utilization of various state and county funding mechanisms to provide additional funding resources.

Policy 4.3 Establish a formal mechanism by which the City may accept gifts and dedications of parks and open space.

Policy 4.4 Encourage the development of recreation programs by non-City public and private sports organizations to involve more children and adults in outdoor recreation activity. Use volunteers to operate and maintain programs whenever possible.

Natural Resources The State of California requires that a general plan identify ways to protect and manage natural resources. Natural resources include, but are not limited to, water and its hydraulic force, forests, soils, rivers, and other waters, harbors, fisheries, wildlife, minerals, and air quality. Air Quality is discussed in the Air Quality Element of this General Plan. Since Baldwin Park is a completely urbanized community with no forest, river, wildlife, or similar resources, this Element focuses on water supply and quality, energy resources, and integrated waste management.

Water Resources Water resources are restricted to the groundwater basins which provide a portion of the City's domestic water supply. Since groundwater contamination associated with industrial business practices has occurred in past years throughout the San Gabriel Valley, care must be taken to avoid any further contamination of the local groundwater basin.

Goal 5.0 **Conserve and protect groundwater supply and water resources.**

Policy 5.1 Encourage water conservation through education, use of drought tolerant landscapes, and water-conserving technology.

Policy 5.2 Promote the use of native plant material in landscapes and drought tolerant trees, especially in landscapes on City properties.

Policy 5.3 Encourage use and production of reclaimed water.

Policy 5.4 Continue enforcement of municipal National Pollutant Discharge Elimination System (NPDES) Permit to protect water quality within the San Gabriel River watershed.

Policy 5.5 Cooperate with the EPA in efforts to remedy groundwater contamination and implement cleanup practices for the Baldwin Park Superfund site.

Policy 5.6 Vigorously prosecute unlicensed dumping of toxic or hazardous materials into the ground or water in Baldwin Park. Encourage citizens to report dumping when they observe it.

Policy 5.7 Encourage and support the proper disposal of hazardous waste and waste oil. Monitor dry cleaners, film processors, auto service establishments, and other businesses generating hazardous waste materials to ensure compliance with approved disposal procedures.

Energy Conservation As Baldwin Park's population and business community continue to grow, additional demands will be placed on energy resources. Conservation of energy through implementation of energy efficient building designs and incentives to reduce consumption of energy are important considerations for the community.

Goal 6.0 **Conserve energy resources through the use of technology and conservation methods.**

Policy 6.1 Encourage innovative building designs that conserve and minimize energy consumption.

Policy 6.2 Enforce Title 24 regulations to conserve energy.

Policy 6.3 Encourage the residential and business community to install energy-saving features and appliances in existing structures.

Integrated Waste Management

The California Waste Management Act of 1989 (AB939) requires cities to reduce waste within their boundaries through source reduction, recycling, and composting. AB 939 set levels of waste diversion at 25 percent in 1995 and 50 percent in 2000. The State legislature continues to refine the legislation.

Goal 7.0 **Reduce the amount of solid waste produced in Baldwin Park.**

Policy 7.1 Implement goals and policies contained in the City's Household Hazardous Waste and Source Reduction and Recycling Elements and mandated by AB939, as amended.

Policy 7.2 Maximize public awareness of all source reduction and recycling programs.

Policy 7.3 Encourage composting of organic materials and recycling in general as an alternative to waste disposal.

Policy 7.4 Encourage participation in local and County waste disposal programs for such household hazardous waste items as automotive products, paints, chemicals, tires, and batteries.

Historic Resources

A number of buildings with historic, cultural, architectural, community, and aesthetic value exist throughout Baldwin Park. The City recognizes these historic resources as an important part of the community. The Zoning Code contains a Historic Resources Code that protects and encourages the preservation of the City's heritage. Under the Historic Resources Code, the Planning Commission acts as the Historic Resource Advisory Committee for the review of alterations to buildings and other activities regarding historic resources.

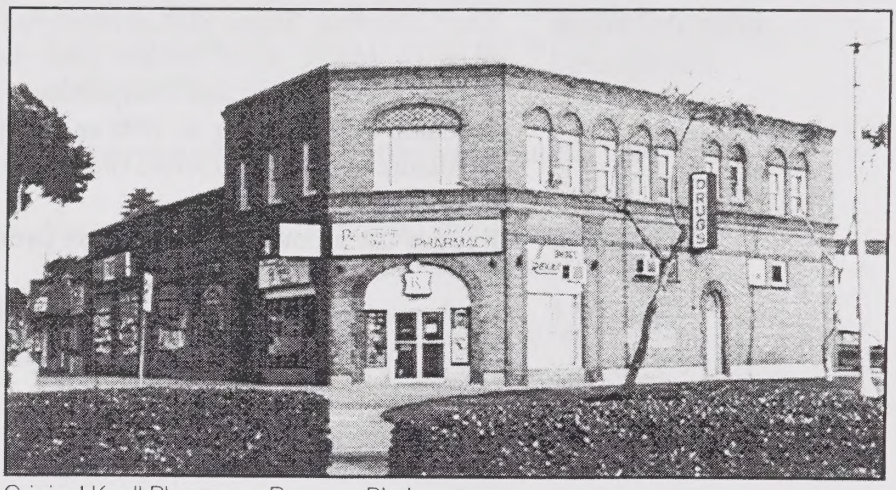
The Baldwin Park Historical Society has identified several structures of regional and local importance. More detailed information about these and other buildings is available from the Baldwin Park Historical Society and its extensive collection of research documents.

Goal 8.0 **Promote the preservation of historic resources in Baldwin Park.**

Policy 8.1 Implement provisions contained in the City's Historic Resources Code to protect historically significant structures.

Policy 8.2 Encourage restoration of historic structures.

Policy 8.3 Maximize public awareness about Baldwin Park's history and historical resources.



Original Knoll Pharmacy, Ramona Blvd.

The Open Space and Conservation Plan establishes an approach to maintain and develop new recreational opportunities, and to protect environmental quality.

Parks and Open Space

Parks and open space are an important community amenity. In addition to providing opportunities for recreation and leisure, parks and open space enhance aesthetics and community character. Strategies for Baldwin Park include the creation of new mini parks and the provision of additional joint-use playground facilities, as well as enhancement of existing facilities and recreational programs.

The Open Space and Conservation Plan supports the City's Park Master Plan, which specifies recreation planning guidelines incorporating such issues as safety, provision of adequate facilities, cost efficiency, park design, community involvement, program development, and promotion of parks and recreational programs. Recommendations in the Park Master Plan include provision of proper security measures in the City's parks, such as adequate lighting; provision of basic amenities such as recreation buildings, shade, parking, accessible facilities; and adequate landscaping.

Table OSC-1 and Figure OSC-1 illustrate the location, acreage, amenities, and type of recreational resources available to the community. These facilities are described in the following section.

There are six parks located in the City, providing approximately 27 acres of open space. These parks include one community park and four neighborhood parks. In addition, the County operates regional parks within and around the planning area.

Baldwin Park Community Center

Table OSC-1
Park and Recreation Facilities

City Park/Facility	Acres	Amenities
1. Morgan Park	12	Community Center, Senior Center, pool, multipurpose sports courts, playground, night lighting, electronic marquis
2. Barnes Park	5.6	Playground, field sports
3. Central Park West	3.6	Recreation building, sports courts, playground equipment, tot lot
4. Roadside Park	2	Picnic benches
5. Walnut Creek Nature Park	4	Passive recreation, tot playground, picnic area
6. Syhre Park	1.1	Baseball field, passive open space
Joint Use Park/Facility		
7. Bursch Elementary School	6	Field sports, basketball, baseball
8. Central Elementary School	7	Field sports, basketball, baseball
9. De Anza Elementary School	10	Field sports, basketball, baseball
10. Elwin Elementary School	10	Field sports, basketball, baseball
11. Foster Elementary School	8	Field sports, basketball, baseball
12. Geddes Elementary School	11	Field sports, basketball, baseball
13. Heath Elementary School	6	Field sports, basketball, baseball
14. Kenmore Elementary School	6	Field sports, basketball, baseball
15. Pleasant View Elementary School	8	Field sports, basketball, baseball
16. Tracy Elementary School	7	Field sports, basketball, baseball
17. Vineland Elementary School	13	Field sports, basketball, baseball
18. Walnut Elementary School	7	Field sports, basketball, baseball
19. Jones Jr. High School	13	Field sports, basketball, baseball
20. Holland Jr. High School	11	Field sports, basketball, baseball
21. Olive Jr. High School	8	Field sports, basketball, baseball
22. Baldwin Park High School	7	Field sports, court sports, track, pool, open space
23. Sierra Vista High School	34	Field sports, court sports, track, pool, open space, night lighting
Regional Parks		
Whittier Narrows Regional Park	772	Recreation building, lake, hiking, biking, pool, sports courts, field sports, playground, tot lot, night lighting,
Whittier Narrows Nature Center	320	Nature Center, lake, hiking, picnic
Santa Fe Dam Recreation Area	835	Nature Center, playground, lake

Source: 1996 Park Master Plan, City of Baldwin Park

Source: City of Baldwin Park - Park Master Plan, 1996; Baldwin Park General Plan, 1989

BALDWIN PARK

Figure OSC-1
Parks and Joint Use Playgrounds

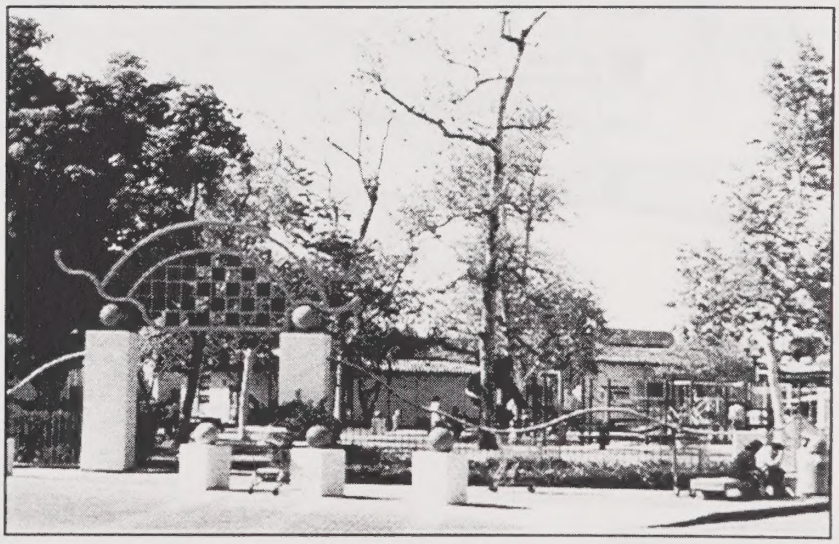
Community Parks

Community parks are intended to have a service radius of approximately two to three miles and offer both active and passive recreational pursuits. Community parks generally encompass a minimum of ten acres, with pedestrian and bicycle paths and natural open space. For maximum public access and use, such parks should be located at or near the intersection of an arterial near the center of their service area.

Community parks contain space for active, recreational facilities such as game fields, fame courts, swimming pools, and play areas as well as community centers, on-site parking, restrooms, and picnic areas.

Baldwin Park has one community park. *Morgan Park*, a 12-acre community park, is located in the Central Business District within walking distance of the Civic Center and the public library. Major amenities include a 35,000-square-foot community center, 15,000-square-foot senior center, swimming pool, basketball courts, outdoor playground equipment, and outdoor amphitheater for summer concerts and community celebrations. A free-standing electronic marquis located at the park's Ramona Boulevard entrance publicizes city-wide activities.

The park's community center hosts a wide range of recreational programs and activities. Due to its popularity, the center has become crowded during peak times of use.



Morgan Park at Ramona Blvd./Baldwin Park Blvd.

Neighborhood Parks

Neighborhood parks generally are located near the center of neighborhoods. Many of the facilities located within neighborhood parks are associated with active recreation. Neighborhood parks should contain consolidated parcels with appropriate area devoted to active recreation such as ball fields, recreation centers, multi-purpose fields and open turf, game courts, tot lots, picnic facilities and on-site parking. The standard minimum size for neighborhood parks is three acres.

Although neighborhood parks are designed to attract from a smaller service radius of one-half mile, they are also utilized by residents who may live outside the immediate neighborhood. This may be particularly true in Baldwin Park where there are limited park facilities. The neighborhood parks in Baldwin Park include the following:

Central Park West, encompassing 3.6 acres, is located adjacent the Big Dalton Wash near the City's eastern boundary. The park has in the past been limited to passive recreational use.

The City has undertaken major improvements to the park to provide for more active recreational activities. The improvements included redesigning 2.4 acres in the southern portion of the park with two playgrounds, lighted basketball courts, picnic areas and sand volleyball courts. Improvements being considered for the park include batting cages, a teen center, and a skate park.

Barnes Park has 5.6 acres and is located at the City's western boundary, is adjacent the intersection of the I-10 and I-605 freeways. Access to the park is limited because of its location near the freeways. The City will continue to explore the use of lighting on the athletic field for nighttime use.

Roadside Park, adjacent the I-10 freeway in the southwestern portion of the City. Use of this two-acre park is limited due to its small size.

Walnut Creek Nature Park contains 4.0 acres adjacent the Big Dalton Wash in the southwestern portion of the City. Walnut Creek Park provides a natural setting for a variety of plant life. Park amenities include an exercise course, tot play equipment, campground, kitchen and barbeques.

Sybre Park, is a 1.08-acre site on Vineland Avenue, south of I-10, with a fully improved baseball field and passive open space.

Regional Parks

In addition to the parks described above, the County operates regional parks within and around the City. Residents of Baldwin Park have access to the Santa Fe Dam Regional Park and the Whittier Narrows Regional Park. The Santa Fe Dam Regional Park consists of approximately 835 acres of open space, and the Whittier Narrows Regional Park and Nature Center encompass about 1,092 acres of park space. Both of these parks are located close to Baldwin Park and provide the community with additional opportunities for recreation such as hiking, biking, swimming, baseball, soccer, and picnicking.

Mini-Parks

Mini-parks are small, passive, local parks generally less than one acre in size. Most mini-parks are established in higher density areas as a substitute for backyards. Size and location are usually determined by the availability of vacant land. These parks serve various age groups depending on the characteristics of the neighborhood and typically feature play apparatus, a paved area for wheeled toys, benches, and landscape treatment. Additional facilities sometimes include children's play areas, quiet game areas, and some sports activities such as multi-purpose courts, if space allows. Mini-parks offer recreational opportunities to a limited segment of the community. The maintenance costs of proposed mini-parks requires consideration prior to acceptance of dedication.

Mini-parks have been proposed as a solution to limited park resources in Baldwin Park, using the following as guidelines:

- Mini-parks should be located on street corners, easements, and cul-de-sacs, where possible.
- Mini-parks shall be designed with safety and security measures to prevent impacts on park users and adjacent residents.
- Mini-parks shall be patrolled regularly during evening to prevent criminal activity on adjacent residences.

Land available for mini-parks includes easements and utility rights-of-way, as well as privately owned smaller lots on cul-de-sacs. The City will pursue the acquisition of land for the development of mini-parks through purchase or donation.

School Playgrounds/Joint-Use Agreements

A joint-use agreement with the Baldwin Park Unified School District has allowed the use of playground facilities to supplement the shortage of much-needed recreational space for City residents. When school playgrounds are added to the City's park acreage, the total acreage available for recreation is about 196.

The City plans to continue to make these playground facilities available to the community to reduce the deficit in athletic amenities such as basketball courts, ball fields, and gymnasiums. In addition, the use of almost $50 million in State funds will continue to support the "After School Learning and Safe Neighborhood Program" provided through this joint-use agreement.

Of the 172 acres of playground space, 3 acres are occupied by portable classrooms for the Baldwin Park Unified School District. The school district has developed a Master Plan for implementation which outlines growth plans for the next 20 years. This plan includes some major changes such as conversion of certain elementary schools to middle school use. The use of portable classrooms is likely to continue. However, there are plans for clustering the portable buildings so that less space is required.

The geographic distribution of parks results in several neighborhoods being particularly poorly served by available park space. For those neighborhoods in the northern portion of the City who are not within a one-half mile radius of a park, the playgrounds of six schools can help fill recreational needs. This is also the case for the neighborhoods in the central portion of the city between Merced Avenue and Francisquito Avenue.

Funding For Acquisition of Open Space

The City continuously reviews various funding mechanisms that can be utilized to acquire additional open space or to refurbish or maintain existing park facilities. These mechanisms include Los Angeles County Proposition A grants, CDBG funds, monies provided through the Quimby Act, the adoption of a park impact fee on new development, and grants from California State programs funded by bonds. The City in the past has received $900,000 in Proposition A funds for park improvements. The Quimby Act has limited application for Baldwin Park because park development does not involve subdivision of land. The City will pursue State funding support through matching grants as a result of new legislation related to community services and parks/open space.

Existing and Future Park Needs

The National Recreation and Parks Association (NRPA) has established guidelines for public park service and facilities. These guidelines suggest that a city have a minimum of 2.5 acres of park space per 1,000 residents. Based on the 27 acres of public park land and using the 1997 Department of Finance Population Estimates for Baldwin Park of 74,400, this equals about 0.4 acres of park space per 1,000 residents, which is significantly less than NRPA recommendations.

As illustrated in Table OSC-2, based on these recommendations there is a shortage of park space and a surplus of playground space in Baldwin Park. Although additional open space is provided through the use of school playgrounds, these do not offer the full range of activities that a public park provides. Nonetheless, the amount of recreational space available from playgrounds is 86 percent of the total park and playground acreage. Therefore, it is critical that the City continue to use this resource.

Table OSC-2
Existing and Future Park Acreage Needs

	Acreage Required			Available Acreage from Existing and Proposed Parkland		Surplus/ (Shortfall) of Acreage	
	Population[3]	Parks[1] 2.5 acres/ 1,000 persons	School Playgrounds 1.5 acres/ 1,000 persons	Parks	School[2] Playgrounds	Parks	School Playgrounds
Existing City	74,400	186	112	27	169	(159)	57
General Plan Buildout	86,992	217	130	27	169	(190)	39

Source: Population Data: Cotton/Beland/Associates
1 This standard is satisfied by neighborhood and community parks.
2 3 acres of the total 172 playground area are used for portable classrooms and County facilities.
3 Projected population for purposes of establishing parkland acreage needs. Department of Finance, 1997.

Recreational Programs and Services

The Department of Recreation and Community Services provides a comprehensive range of recreation programs and services for the residents of Baldwin Park. These programs are designed for all ages and are offered at the Community Center in Morgan Park. The Baldwin Park Unified School District also offers recreational opportunities for older adults at the Community Center. The Park Master Plan serves as a guide to the development and improvement of programs offered by the Department of Recreation and Community Services.

Esther Snyder Community Center

Located in Morgan Park, the Esther Snyder Community Center offers a variety of recreational programs and services at no charge or low cost. In 1995, Morgan Park underwent a major expansion and renovation, and now functions as a focal point for activity in the community. The 35,000-square-foot Community Center is central to the Land Use and Urban Design plan which focuses on attracting people to the downtown area for shopping, entertainment, and recreation.

Programs offered through the Community Center include youth and adult sports, a childcare program, children's summer lunch program, and specialty classes. The sports programs offer a wide range of activities designed for all ages and include an amateur boxing/weight training program, providing an opportunity to compete in local, regional and national competitions. Tournaments and contests in teen and youth air hockey, a city-wide table tennis tournament, and basketball skills contest are also offered. The Community Center also conducts special events throughout the year, such as holiday celebrations like Cinco de Mayo. The Cesar E. Chavez Amphitheater is a major amenity for the center, providing a venue for outdoor summer concerts.

The Family Service Center

The Family Service Center is a 4,000-square-foot centralized facility at the Esther Snyder Community Center. As a City facility, it provides office space to social service providers who disseminate information on free or low cost health and social services. The purpose of this Center is the coordination of social services to avoid a duplication of effort and services.

The tenants include Kaiser Healthcare, Fair Housing Bureau, and a Food Bank. The services offered include referrals to homeless shelters, food banks, legal aid, counseling services, medical care, and agencies that offer utility and transportation vouchers. In addition, the Center offers self-help classes and programs which include after school assistance, counseling, health education and screenings, and ESL/Parenting classes.

Julia McNeill Senior Center

A wide range of activities are provided for Baldwin Park senior citizens at a 15,000-square-foot facility located at the Community Center. The Julia McNeill Senior Center offers a variety of social, health and recreational programs for senior citizens. These include social programs, bingo, physical fitness classes, a nutrition program which includes daily meals, health screenings, case management and legal aid services. A shuttle is available from the Telacu Housing facilities where many seniors live. This facility serves as the center for meetings of the Baldwin Park Senior Citizen Club.

Julia McNeill Senior Center

Baldwin Park Teen Center

The City is also actively pursuing development of a Teen Center, possibly near Baldwin Park High School, which would serve to better geographically disperse activities for youth in the community. A teen interest survey conducted in 1997 indicated that a range of social service programs, life skills, educational and recreational programs are desired by Baldwin Park teens.

Parks and Facility Development

The City will focus on maintaining existing parks and recreational facilities to maximize use and community benefit. The Esther Snyder Community Center will be used to create a positive environment in Baldwin Park to reduce incidences of anti-social behavior.

Water Resources

Both local and regional water sources are important to the City. Three general planning issues are associated with water resources for Baldwin Park: water quality, water conservation, and flooding. The City's water quality and conservation plans are identified below, while flood prevention is addressed in the Public Safety Element.

Water Supply

Baldwin Park is served by three water companies: Valley County Water District, San Gabriel Valley Water Company, and Valley View Mutual Water Company. Each of these suppliers has been operating in the Baldwin Park area for many years before the City incorporated. These suppliers meet State and Federal standards for water quality and supply all of their water from groundwater wells.

Water Quality: Pollution Control in Runoff

Surface streams in urban areas are subject to pollutants and sediment carried in runoff. The pollutants in urban runoff include landscape pesticides and fertilizers, automobile products, and degreasers. Urban pollutants degrade water quality and impact wildlife and plants dependent on aquatic habitat. The City is a co-permittee with the County of Los Angeles in the National Pollutant System Discharge Elimination System (NPDES) program, which is designed to reduce pollutants in runoff.

According to the NPDES permit, all new development projects and substantial rehabilitation projects will be required to incorporate Best Management Practices (BMPs). Proposed development projects (public and private) within Baldwin Park must incorporate BMPs to preclude significant water quality impacts from non-point source pollutants. Model programs have been developed by Los Angeles County in consultation with cities in the County. These model programs provide guidelines to achieve pollutant reduction through the implementation of BMPs in the areas of: 1) Illicit Discharges and Illegal Connections; 2) Planning; 3) Construction; (4) Public Agency Activities; and 5) Public Outreach.

Water Quality: Superfund Cleanup

Baldwin Park is located in one of four San Gabriel Valley Superfund sites with areas of soil and groundwater contamination underlying a portion of its city. Wells in Baldwin Park have been found to contain high concentrations of trichloroethatene (TCE) and perchloroethylene (PCE). TCE and PCE have been used since the 1940s as cleaning solvents, especially at machine shops and dry cleaners. Water utilities have been able to continue to provide their customers with clean water by shutting down wells in contaminated areas, installing "wellhead" treatment systems, blending contaminated water with clean water to meet drinking water standards, and by obtaining water from neighboring utilities. Wells are shut down permanently if treatment cannot clean the water.

In March 1994, EPA selected a cleanup plan for the Baldwin Park area. The selected remedy calls for large groundwater pump and treat systems capable of extracting 27 million gallons per day of contaminated groundwater. EPA is working with the local agencies to reach agreements to implement a joint clean up/water supply project that would satisfy EPA cleanup goals, and help meet regional water supply goals by transporting treated groundwater to those in Southern California dependent on imported surface water.

Water Conservation

Urban activity in Baldwin Park affects regional water sources as well as local sources. Conservation efforts are needed to ensure adequate emergency storage and future supply. Water conservation will be encouraged throughout the Planning Area in the following ways:

- Encourage the local water companies serving Baldwin Park to expand the production of reclaimed water and work with the companies to develop new uses for reclaimed water.

- Require the use of drought resistant plant species in landscaping for private and public areas, including parks. The City's Landscape Design Manual includes guidelines for water conservation in landscaping and irrigation design. In addition, the Community Design Element includes guidelines which promote drought-tolerant landscaping to enhance design features.

- Coordinate with the water companies and major users to establish water conservation education programs.

Mineral Resources

State guidelines require that Baldwin Park and other cities establish policies within the General Plan to manage identified mineral resource areas of statewide or regional significance. The location and level of importance of these mineral resource areas is determined by the State Division of Mines and Geology.

Since 1982, all of Baldwin Park has been designated by the State Geologist as a Mineral Resource Zone 2 (MRZ-2), where "adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists." This designation also applies to substantial acreage throughout the adjacent cities of Industry, Irwindale, and Azusa, where active surface mining operations occur. These areas contain aggregate resources, commonly known as gravel, which is an important construction material. Since the City is almost entirely built out, the areas containing significant resources are largely developed.

Given the MRZ-2 designation and the active extraction activities in surrounding areas, the potential for mineral resources to exist in Baldwin Park is real. However, established urban uses are incompatible with mineral extraction and/or surface mining activities. Mining use is not required by any applicable state law or local ordinance, and in a regional context, potential resources in Baldwin Park are limited in extent and largely inaccessible due to urbanization. Thus, General Plan policy does not provide for mining activity to occur.

Energy Conservation

Conservation of energy resources and waste reduction and recycling can benefit the entire region. Efforts to conserve non-renewable energy resources are important for providing and maintaining a healthy, viable community. Baldwin Park should continue to cooperate with State and regional agencies to conserve energy and improve the environment. Energy conservation programs are important, especially in older, energy inefficient homes. New programs and incentives will help improve energy efficiency in older residential structures.

Integrated Waste Management

AB 939 recognizes that an integrated approach to waste management is required to prolong the life of existing landfills and to prevent the need to devote additional valuable land resources to trash disposal. Baldwin Park is required to comply with Act provisions and any related legislation that may be enacted. The City participates in a variety of efforts to meet the AB939 source reduction, recycling, and composting requirements. Integrated Waste Management services for Baldwin Park are provided through the City's Public Works Department. Integrated waste is divided into household hazardous waste and source reduction and recycling programs.

Source Reduction and Recycling

In 1991, the City adopted two waste management plans which were subsequently approved by the State: (1) the *Household Hazardous Waste Element*; and (2) the *Source Reduction and Recycling Element*. These plans, respectively, outline methods for safe disposal of hazardous wastes generated by households and formalize the City's integrated waste management procedures. Together these plans identify how the City will realize the AB939 requirements through the year 2005.

The Household Hazardous Waste Element contains information and programs about safe disposal of oil and other hazardous waste. The Source Reduction and Recycling Element contains a plan for the City to reduce solid waste in accordance with AB939 requirements.

The City participates in a used oil recycling program funded by the California Integrated Waste Management Board.

Historic Resources

The Historic Resources Code serves to protect and encourage the preservation of the City's heritage. The Planning Commission acts as the Historic Resource Advisory Committee to review alterations to buildings and other activities regarding historic resources.

The Baldwin Park Historical Society maintains an extensive collection of research documents and information regarding historical resources in the City. The Historical Society works to encourage preservation of historically significant structures throughout the community and provides public awareness about historically significant structures and events in Baldwin Park.

Public Safety Element

2020 General Plan

BALDWIN
P · A · R · K

City of Baldwin Park
2020 General Plan

Public Safety Element

November, 2002

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PUBLIC SAFETY ELEMENT

Introduction

Purpose of the Element

The urban environment of Baldwin Park contains a variety of hazards, both natural and human-made, that have the potential to endanger the public safety of the community. Ensuring public safety involves establishing goals and policies that consider all types of potential disasters, crime prevention, fire prevention, and reducing the risk of personal injury and potential property damage.

The Public Safety Element describes the potential hazards and outlines goals and policies aimed at reducing the risks associated with hazards in Baldwin Park. Policies in this Element focus on protecting life and property from hazardous conditions. Emphasis is also placed on emergency response in the event of a disaster.

Element Scope and Content

The Public Safety Element is a detailed plan for addressing and reducing specific hazards in Baldwin Park. The Safety Element is a required component of the General Plan, mandated by Government Code Section 65302(g). According to the state requirements, the safety element must address the following issues as they pertain to a city:

- Seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure
- Slope instability leading to mudslides and landslides
- Subsidence and other geologic hazards
- Flooding
- Wildland/urban fires

State law permits cities to add issues to this listing and to delete issues which are not pertinent. Because of concern about storage, transportation and disposal of toxics, the following additional issues are addressed in the Baldwin Park Safety Element:

- Hazardous materials
- Underground hazards (pipelines, storage tanks, and septic tanks)

Potential safety issues were researched and documented for preparation of the Safety Element Technical Background Report. Because the Technical Report found that the potential danger in Baldwin Park from tsunamis, seiches, slope instability, and wildland fires is low or non-existent, these issues are not covered in the Safety Element.

Related Plans and Programs

Several plans and programs have been enacted through State and local legislation that are applicable to the Public Safety Element.

Baldwin Park Multihazard Functional Plan (1996)

The Baldwin Park Multihazard Functional Plan and supplemental plans outline emergency response actions in the event of a hazardous waste emergency. The Plans identify responsible agencies and personnel to provide assistance in the event of a hazardous incident.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990 requires the State Geologist to compile maps identifying and describing seismic hazard zones throughout California. Guidelines prepared by the State Mining and Geology Board identify the responsibilities of State and local agencies in the review of development within seismic hazard zones. Development on a site that has been designated as a seismic hazard zone requires a geotechnical report and local agency consideration of the policies and criteria established by the Mining and Geology Board (Public Resources Code Section 2690 et seq.).

FEMA Flood Insurance Program

The National Flood Insurance Act includes provisions for the National Flood Insurance Program. Participating jurisdictions must exercise land use controls and purchase flood insurance as a prerequisite for receiving funds to purchase or build a structure in a flood hazard area. The opportunity exists for the City to participate in the National Flood Insurance Program (NFIP) through the Federal Emergency Management Agency (FEMA). The NFIP provides federal flood insurance subsidies and federally financed loans for eligible property owners in flood-prone areas.

The City of Baldwin Park is rated as being within a "No Special Flood Hazard Area." Should this rating change at any time, NFIP benefits would be available to the City.

California Environmental Quality Act Law and Guidelines (CEQA)

The California Environmental Quality Act requires a thorough analysis of potential environmental consequences resulting from a development project or from a plan that guides future development. CEQA provides a means by which City officials and the general public can identify the potential impacts a project will have on the community, and to allow for mitigation or avoidance of such impacts.

Baldwin Park Codes

The City has adopted the Uniform Building Code, Uniform Mechanical Code, and National Electrical Code which contain structural requirements for existing and new buildings. The codes are designed to insure structural integrity during seismic and other hazardous events and prevent personal injury, loss of life and substantial structural damage. To protect public safety, development in Baldwin Park will be subject to these codes.

This section sets forth Baldwin Park's objectives for addressing public safety. Goals and policies are grouped by issues that affect the City. Implementation of the policies is explored in the following section, the Safety Plan.

Geologic and Seismic Hazards

Geologic and seismic issues particularly relevant to Baldwin Park include the potential for earthquake activity and secondary effects related to faults in the region.

No active faults traverse the City. However, several major faults have been identified in the region with the potential to cause damage in Baldwin Park. Figure PS-1 identifies the location of these faults.

Failure of the Santa Fe Dam due to seismic activity has the potential to impact Baldwin Park and many communities in the San Gabriel Valley. Figure PS-2 indicates the potential extent, depth, and speed of flood waters. However, due to the method of construction and the dam's past performance during previous earthquakes, and the fact that water is present only a few months per year, catastrophic failure of this dam and resultant flooding are considered unlikely.

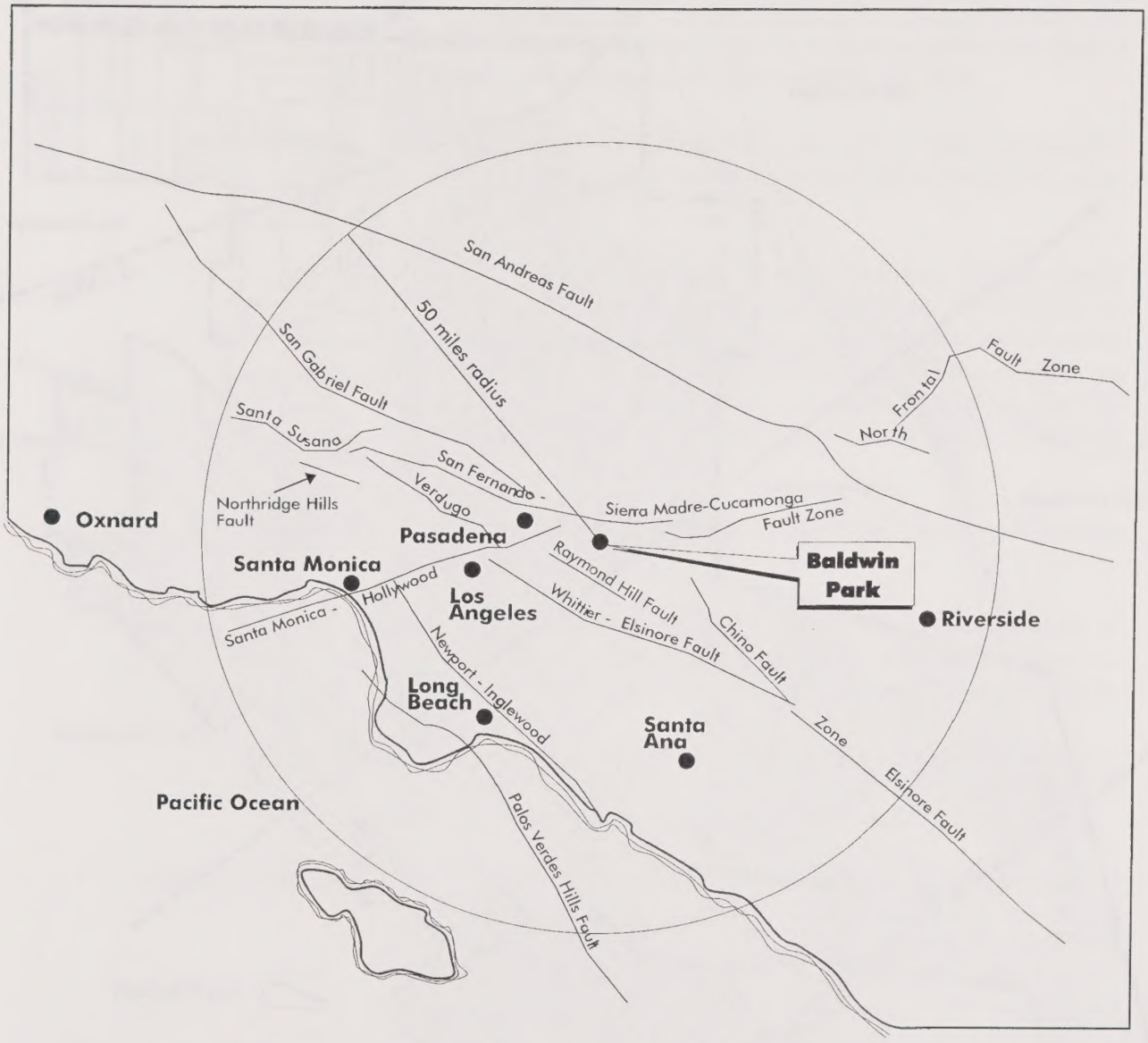
Goal 1.0 **Protect the community of Baldwin Park from seismic hazards.**

Policy 1.1 Sponsor City employee training programs in emergency management.

Policy 1.2 Implement the Uniform Building Code's seismic safety standards for construction of new buildings and maintain seismic safety of existing structures.

Policy 1.3 Continue to implement emergency procedures contained in the City's Multihazard Functional Plan and Supplemental Emergency Preparedness Plans.

Policy 1.4 Support City's participation in local, county, and state-wide emergency preparedness programs.



North

Approximate Scale

0 5 10 20 Miles

Source: Wilson Geosciences, Inc
March, 1997

BALDWIN PARK

Figure PS-1
Regional Fault Zones

BALDWIN PARK

Figure PS-2
Sante Fe Dam Flood Inundation

Policy 1.5 Promote earthquake preparedness within the community by participation in quake awareness programs, including distribution of brochure materials in Spanish and English. Encourage property owners to anchor buildings to their foundations, bolt water heaters to walls, and implement other preventative measures.

Flood Hazards

Flooding in Baldwin Park has the potential to result in damage to life and property. Rapid storm water and debris runoff can create flood conditions.

The National Flood Insurance Program rate maps (FIRM) classify all of Baldwin Park as an Area C with little chance of flooding. In the past, only minor flooding has occurred. Drainage improvements in areas prone to minor flooding continue to be a priority for the City. Most major storm waters are easily handled by the San Gabriel River, the Big Dalton Wash, and the Walnut Creek Wash systems.

Goal 2.0 **Protect Baldwin Park residents, the work force, and visitors from flood hazards.**

Policy 2.1 Work in cooperation with the Los Angeles County Department of Public Works to identify and construct needed local and regional storm drain improvements to relieve localized flooding problems.

Policy 2.2 Maintain the City's Multihazard Functional Plan and Supplemental Emergency Preparedness Plans in a current and continual state of readiness to respond to flooding, as well as other emergencies.

Hazardous Waste

The California General Plan guidelines define hazardous waste as "an injurious substance, including pesticides, herbicides, toxic metals and chemicals, liquified natural gas, explosives, volatile chemicals, and nuclear fuels." Hazardous waste can be further classified by waste types-toxins, irritants, flammables, and explosives. Categorization allows for a systematic methodology for dealing with the problems associated with hazardous wastes: transport, storage, disposal, and emergency response.

Figure PS-3 identifies concentrations of businesses in Baldwin Park involved with hazardous waste materials in some way, and therefore, are regulated facilities. Figure PS-3 shows, such concentrations exist in the northeast industrial area, in the Auction Village industrial area, along the I-10 corridor, and to a lesser degree in Downtown and scattered along the City's major arterials.

Source: Recovery Conservation and Recovery Information System. Environmental Protection Agency, 1997

BALDWIN PARK

Figure PS-3
Hazardous Waste
Generators, Transporters, Treaters, Storers and Disposers

Goal 3.0 **Reduce accidents and health risks associated with use, storage, handling, and disposal of hazardous materials.**

Policy 3.1 Locate land uses involved in production, storage, transportation, handling and/or disposal of hazardous materials a safe distance from other land uses that might be adversely affected by such activities.

Policy 3.2 Encourage and support the proper disposal of hazardous waste and waste oil. Monitor dry cleaners, film processors, auto service establishments, and other businesses generating hazardous waste materials to ensure compliance with approved disposal procedures.

Policy 3.3 Vigorously prosecute unlicensed dumping of toxic or hazardous materials into the ground or water in Baldwin Park. Encourage citizens to report dumping when they observe it.

Policy 3.4 Coordinate with Los Angeles County in sponsoring regular hazardous waste disposal programs to enable residents to bring backyard pesticides, cleaning fluids, paint cans, and other common household toxics to a centralized collection center for proper disposal.

Urban Fires The City contracts with the Los Angeles County Fire Department for fire protection. Because Baldwin Park is an urbanized community, structural fires rather than wildland fires represent the greatest fire risk. Developments posing the greatest fire threat include: multi-story, wood frame, higher density-apartments; multi-story office buildings; large continuous developed areas with combustible roofing materials; and structures where hazardous materials are handled, used, or stored.

Goal 4.0 **Protect life and property in Baldwin Park from the destruction of urban fires.**

Policy 4.1 Periodically evaluate level of service to ensure Baldwin Park has appropriate levels of fire service.

Policy 4.2 Maintain fire and building code requirements for new construction to ensure provision of adequate fire protection. Require all new commercial and multi-unit residential development to install fire protection systems, and encourage the use of automatic sprinkler systems.

Policy 4.3 Maintain mutual aid agreements with surrounding jurisdictions for fire protection.

Policy 4.4 Provide public information about fire safety and emergency preparedness to residents, schools, and organizations.

Crime Prevention

Baldwin Park operates its own police department. The Department maintains staff and equipment available to provide patrol services, investigative services, crime prevention, and public information about safety issues.

Goal 5.0

Provide a safe environment for the community of Baldwin Park.

Policy 5.1 Periodically evaluate levels of service to ensure Baldwin Park has appropriate levels of police service.

Policy 5.2 Continue the City's aggressive program of Community Based Policing to enhance public awareness and participation in crime prevention.

Policy 5.3 Continue to cooperate with the Los Angeles County Sheriff's Office, along with other nearby police departments, to provide back-up police assistance in emergency situations.

Policy 5.4 Promote the use of defensible space concepts (e.g. site and building lighting, visual observation of open spaces, secured areas) in project design to enhance public safety.

Emergency Preparedness

The Police Department maintains an emergency plan called the Baldwin Park Multihazard Functional Plan. The Governor's Office of Emergency Services has approved the plan. The City reviews the plan annually as required by law and updates the plan as necessary. The plan identifies potential threats to the community based on studies conducted by the Police Department in conjunction with other City departments. The plan sets forth the City's planned response to emergency situations including earthquake, fire, major rail and roadway accident, flooding, hazardous materials incident, civil disturbances, nuclear, chemical, biological incidents, and terrorists activities. The Chief of Police is the designated Assistant Director of Emergency Services responsible for coordinating all response activities.

The emergency response plan designates evacuation routes and facilities for various types of hazards. During the response phase of an emergency, all communications such as requests for resources and equipment are sent to the Los Angeles County Operational Area Emergency Operation Center via the Los Angeles County Sheriff's Department Industry station, or by the County's internet-based Emergency Management Information System. The American Red Cross maintains responsibility for designating an appropriate evacuation center within each community depending on the level and type of emergency. Evacuation routes and emergency facilities in the event of a fire, hazardous materials incident, flood, or other disaster are identified in Figure PS-4.

The City is committed to maintaining an up-to-date Emergency Preparedness Plan to ensure a coordinated response to emergency situations. In addition, educating residents and businesses about potential disasters the City's Emergency Plan can increase the effectiveness of emergency response efforts. Education about emergency preparedness can occur through distribution of brochures, presentations to civic groups, and instruction in local schools.

In addition to planning for major emergencies, the City implements a variety of programs to protect public safety. The following sections summarize the relative risk of various hazards in Baldwin Park, and presents the City's programmatic response.

Source: Multihazard Functional Plan, 1996, City of Baldwin Park; Baldwin Park General Plan, 1989

BALDWIN PARK

Figure PS-4
Major Evacuation Routes

Seismic Safety

Baldwin Park is located in a region with active seismic faults and is therefore subject to risks and hazards associated with earthquakes. Large earthquakes of magnitude 7.0 and greater are expected to occur along at least one of the active faults in the region within a time period equivalent to the historic record. Due to Baldwin Park's central location relative to major faults, the City will probably experience intense ground shaking in the event of a major earthquake. In a densely populated urban area, the impact of strong groundshaking is directly related to the density and type of buildings, and the number of people exposed to the effects.

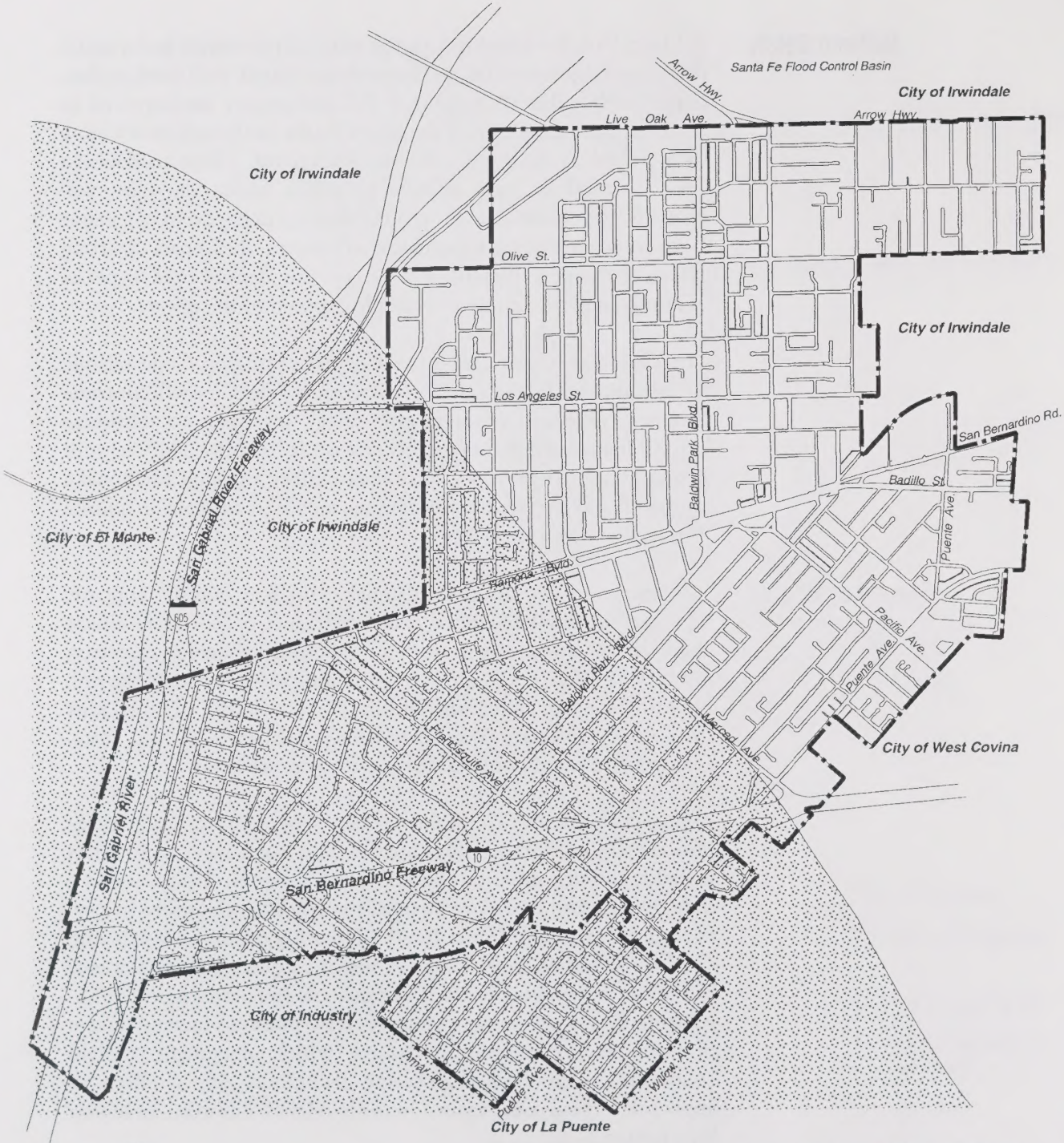
The City has implemented the Uniform Building Code seismic safety standards for structural construction. The City will continue to enact these and other seismic safety programs to minimize hazards from earthquakes and other seismic hazards. The City will also continue to promote earthquake safety through earthquake awareness and preparedness programs, such as its annual Earthquake Preparedness Month in April.

Secondary Effects

Secondary effects of an earthquake include surface rupture, liquefaction, and dam failure. The occurrence of secondary effects depends on numerous factors including earthquake intensity, distance from epicenter, soils type, and moisture content of the soil. No known active faults exist within Baldwin Park, and no Alquist Priolo Special Study Zone has been established by the State. Consequently, the potential for surface rupture is low.

Liquefaction hazards can occur in areas where groundwater exists near the ground surface. Data provided by water service providers in Baldwin Park indicate that the depth to groundwater is more than 50 feet, and therefore liquefaction hazards are generally low. However, maps published by the State Division of Mines and Geology (1988) document areas of historic liquefaction occurrence in the southwest portion of Baldwin Park (refer to Figure PS-5). Existing City development project review practices include review of soils and goetechnical reports which document in-field conditions. Standard engineering techniques are required as appropriate to guard against seismic-related hazards, including liquefaction.

Failure of the Santa Fe Dam due to seismic activity has the potential to impact Baldwin Park and many communities in the San Gabriel Valley, as illustrated in Figure PS-2. The dam is located along the San Gabriel River, approximately one-half mile north of Baldwin Park, and is owned and operated by the Los Angeles District of the Army Corps of Engineers.



Source: California Division of Mines and Geology, August 1998

North

0 1000' 2000'

City Boundary

Sphere of Influence

Liquefaction

BALDWIN PARK

Figure PS-5 Areas Subject to Liquefaction

The U.S. Army Corps of Engineers flood emergency plan data indicates that failure of the Santa Fe Dam would result in the entire area of the City being flooded. Water depths would range from two to twelve feet, with shallower depths in the southern portion of Baldwin Park, and deeper depths in the northern portion of the City nearest the Dam.

State law requires that every dam owner develop and maintain an emergency plan to be implemented, in the event that the dam is catastrophically breached. Each dam-specific emergency plan includes a map that shows the potential limits of a flood that could result if the dam should fail while filled to capacity. These flood maps are pictured as a worst-case scenario. Since most dams in Southern California are not normally filled to capacity, the possibility of inundation is remote.

Hazardous Waste Management

A variety of agencies are responsible for the regulation of hazardous materials. Table PS-1 identifies the agencies responsible for regulating storage and use of hazardous waste. The City's Multihazard Functional Plan identifies emergency response actions in the event of a hazardous materials incident.

Generators, transporters, treaters, storers, and disposers of hazardous waste, as defined by the federally recognized hazardous waste codes, are required to provide information about their activities to environmental agencies at the state level, under the Federal Resource Conservation and Recovery Act (RCRA). RCRA information is then provided to regional and national U.S. Environmental Protection Agency (EPA) offices. The Resource Conservation and Recovery Information System (RCRIS) is used to track information about businesses involved with hazardous waste, and includes handler permit or closure status, compliance with Federal and State regulations, and cleanup activities.

The RCRA information system is available to the public and is used by the EPA to support its implementation of hazardous waste laws (such as RCRA and the Hazardous and Solid Waste Amendments HSWA of 1984).

Table PS-1
Storage and Usage of Hazardous Materials, Responsible Agencies

Agency	Responsibility
County of Los Angeles Department of Public Works, Waste Management Division	Regulates the storage of hazardous materials in underground tanks
LA County Fire Department	Regulates and enforces safety measures for the storage and use of hazardous materials
U.S. Environmental Protection Agency	Regulates labeling of storage containers of hazardous materials, requiring instructions for proper use and storage.
California Department of Industrial Relations, Cal-OSHA Division	Regulates proper use of hazardous material
U.S. Department of Agriculture	Regulates pest control operations, pesticide dealers, and pesticide users for proper use and storage
California Department of Food and Agriculture	Enforces State pest control laws
State Water Resources Control Board	Cooperates in regulation enforcement
Division of Industrial Safety	Cooperates in regulation enforcement
City of Baldwin Park	Responsible for implementation of AB 2185- Right to Know Law and SARA Title III EPA Requirements.

Fire Protection

In Baldwin Park, fire hazards are limited to structural fires. Structural fires typically are caused by carelessness, faulty equipment, or ignorance of fire prevention measures. Because of human presence in buildings, these fires have the potential to threaten lives.

Fire protection in Baldwin Park is provided by the Los Angeles County Fire Department, Station No. 29, located at 14334 Los Angeles Street, in the City. Service to the northeast section of the City generally comes from Station No. 48 in Irwindale. Also, Station No. 87 in Industry serves all areas south of the I-10 freeway. The department cooperates with the San Gabriel Valley Fire Authorities in West Covina under an automatic aid agreement, which allows Baldwin Park and West Covina stations to provide mutual response assistance.

The City will reduce the potential for dangerous fires by coordinating with the County Fire Department to implement fire hazard education and fire protection programs. The current Uniform Fire Code will be used to reduce structural fire hazards. In addition, the City will coordinate with the local water districts and the fire department to ensure water pressure is adequate for fire fighting purposes.

Crime Prevention

Baldwin Park is committed to Community Policing and Problem Solving, which includes many traditional methods of policing. Many programs have been implemented to provide communication and accessibility between the Police Department and the community, a key component of Community Based Policing.

Community Policing Programs

Foot and Bike Patrol: As part of the Community Based Policing programs, the Baldwin Park Police Department maintains a Bike and Foot Patrol in various parts of the community. Bike patrols have increased communication and accessibility between the community and the Department.

Bike patrols allow mobility in congested areas and are relied upon for regular park patrol, special event patrol, such as parades and festivals, and special assignments such as shopping center parking lot patrol.

Baldwin Park Explorers: Explorers are assigned to shopping centers, parks, and other pedestrian environments for foot patrol. Paired Explorers carry police radios and are encouraged to act as extra eyes and ears on the street. Explorers are discouraged from initiating activity or confrontations.

Neighborhood and Business Watch Programs: Neighborhood and Business Watch Programs are crime prevention programs sponsored by the Police Department to increase communication between the community and the Police Department. Both programs consist of monthly meetings given to different Neighborhood Watch groups. Meeting topics range from home security to personal safety.

Clergy Council and Chaplain Program: The Clergy Council and Chaplain Program were implemented by the Police Department to bring the Department closer to the people of the community and to offer chaplain, or liaison, services between both the Department and members of the church and community. Most of the churches in the City participate in this program.

Other Police Department Programs

Graffiti Removal: The City has a Graffiti Removal Program that works to remove graffiti in less than 24-hours within report of the offense. The Police Department takes reports and forwards the clean-up request to the Public Works Department, which maintains a two-person graffiti removal crew. Expedient removal of graffiti helps to deter additional and repeat graffiti offenses.

Police Department Volunteer Program: Baldwin Park's Volunteer Program provides additional support to the Police Department. Volunteers responsibilities include providing assistance with records, clerical duties, and dispatch. In addition, a very important aspect of their job is to check on those homes where residents have requested additional patrol while on vacation. The Department offers this service with the help of volunteers, without imposing on the street patrol and other units.

TRAP and L.A. Impact: The Police Department participates in the California Highway Patrol sponsored TRAP and LA Impact programs, which address vehicle thefts and narcotics from a regional perspective. Department officers work with representatives from other surrounding communities to reduce auto thefts and drugs in the area.

Community Services

Many community service programs sponsored by the City help to ensure the general safety of residents, visitors, and workers in Baldwin Park. In addition to the programs and plans included in the Emergency Preparedness and Crime Prevention sections, the following programs provide safety.

School Crossing Guards: School crossing guards are provided by the Police Department at all Baldwin Park public schools and St. Johns, the largest private school. The crossing guards are civilian police employees identifiable by their bright orange vest with police patch and whistle.

Bicycle Rodeo Program: The Police Department conducts an annual Bicycle Rodeo Program that provides free safety training for kids that are able to ride a two-wheeled bike (training wheels accepted). Participants are given a certificate and a new bike helmet upon completion of the program.

Medical Services

Kaiser Permanente opened a 160-bed hospital facility in the City in October 1998. The hospital includes a birth center, emergency room, and outpatient services, with an ultimate capacity for 240 beds. In addition, the adjacent Medical Center complex contains a range of medical offices and an urgent care facility. Kaiser Permanente employs over 2,000 employees at this facility, and is committed to servicing the Baldwin Park community both through financial support for community services, such as the City's Family Service Center, and through human resource support and volunteers for community activities.

Kaiser Hospital

Noise Element

2020 General Plan

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NOISE ELEMENT

Introduction

Purpose of the Element

Noise control helps preserve the quality of a community. Developing effective strategies to reduce excessive noise is essential to creating a safe and compatible living and working environment. Since 1971, the Noise Element has been one of the mandatory elements of a general plan. The Noise Element is a comprehensive program for including noise control in the planning process, identifying noise-sensitive land uses and noise sources, and defining areas of noise impact. The Noise Element establishes goals, policies, and programs to ensure that Baldwin Park residents will be protected from excessive noise.

Element Scope and Content Element

The Noise Element follows guidelines in the State Government Code Section 65301(f) and Section 46050.1 of the Health and Safety Code. It quantifies the community noise environment by establishing noise exposure contours for both near-and long-term levels of growth and noise-generating activity. This information guides development of goals and policies to achieve noise compatible land uses and identifies baseline noise levels and sources to help local noise ordinance enforcement.

The Element is divided into three sections: 1) Introduction; 2) Issues, Goals and Policies; and 3) the Noise Plan. In the Issues, Goals and Policies section, noise-sensitive issues are identified, and corresponding goals and policies are established. The Plan explains how the goals and policies will be achieved and implemented.

Related Plans and Programs

Several local and State laws regulate point source noise and establish standards to protect community residents from excessive noise.

Baldwin Park Municipal Code

Baldwin Park has adopted several noise ordinances into its Municipal Code. Local law enforcement and code enforcement personnel respond to ordinance violations.

State Noise Insulation Standards

Title 25, Section 1092 of the California Government Code sets forth requirements for the insulation of multiple-family residential dwelling units from excessive and potentially harmful noise. The State indicates that locating units in areas where exterior ambient noise levels exceed 65 dBA is undesirable. Whenever such units are to be located in such areas, the developer must incorporate into building design construction features which reduce interior noise levels to 45 dBA CNEL.

California Environmental Quality Act Law and Guidelines (CEQA)

The California Environmental Quality Act requires a thorough analysis of potential environmental consequences resulting from a development project or from a plan that guides future development. Excessive noise is recognized as an environmental impact under this law. CEQA provides a means by which City officials and the general public can identify the potential noise impacts a project will have on the community, and to allow for mitigation or avoidance of such impacts.

Issue Areas

The three major noise issues in Baldwin Park are: (1) noise and land use planning; (2) transportation noise; and (3) non-transportation noise.

Noise and Land Use Planning

Certain areas of the community are subject to high noise levels. The consideration of the sources and recipients of noise early in the land use planning process is an effective method of minimizing the impacts of noise on the affected population.

Transportation Noise

Several transportation-related noise sources, including Metrolink rail operations, major arterials and collector roadways, and the freeways, impact residents living along these routes. Because the City largely cannot affect the sources of noise, mitigation efforts must focus on shielding established noise-sensitive uses and avoiding future exposure of new development.

Non-Transportation Noise

Other noise sources include commercial and industrial centers, construction noise, and property maintenance activities. These impacts are best controlled through effective land use planning and the application of City noise regulations.

Noise and Land Use Planning

Noise and land use incompatibilities can be avoided for new developments when noise is properly considered in the planning, design, and permitting of a project. The City aims to prevent future land use/noise conflicts through the planning and approval process.

Goal 1.0 **Incorporate noise considerations into land use planning decisions.**

Policy 1.1 Use the noise/land use compatibility standards presented in Table NE-1 as a guide for future planning and development decisions.

Policy 1.2 Require noise-reduction techniques in site planning, architectural design, and construction where noise reduction is necessary. Provide noise control measures such as berms, walls, and sound attenuating construction in areas of new construction.

Policy 1.3 Promote acceptable noise levels near schools, hospitals, convalescent homes, and other noise-sensitive areas.

Table NE-1
Noise/Land Use Compatibility Matrix

Land Use Categories	Community Noise Equivalent Level CNEL						
	55	60	65	70	75	80	85
Residential - Single Family, Multi-family, duplex	A	A	B	B	C		
Residential - Mobile homes	A	A	B	C	C		
Transient Lodging - Motels, Hotels	A	A	B	B	C	C	
Schools, Libraries, Churches, Hospitals, Nursing Homes	A	A	B	C	C		
Auditoriums, Concert Halls, Amphitheater, Meeting Halls	B	B	C	C			
Sports Arenas, Outdoor Spectator Sport, Amusement Parks	A	A	A	B	B		
Playgrounds, Neighborhood Parks	A	A	A	B	C		
Golf Courses, Riding Stables, Cemeteries	A	A	A	A	B	C	C
Office and Professional Buildings	A	A	A	B	B	C	
Commercial Retail, Banks, Restaurants, Theaters	A	A	A	A	B	B	C
Industrial, Manufacturing, Utilities, Wholesale, Service Stations	A	A	A	A	B	B	B
Agriculture	A	A	A	A	A	A	A

Zone A - Clearly Compatible - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

Zone B - Conditionally Acceptable - New construction or development should be undertaken only after detailed analysis of the noise reduction requirement is made and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice.

Zone C - Normally Incompatible - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.

Shaded areas indicate new construction or development should generally not be undertaken.

Policy 1.4 Establish targeted limits of noise for various land uses throughout the community.

Goal 2.0 **Minimize noise spillover from commercial and industrial uses into nearby residential neighborhoods.**

Policy 2.1 Enforce the 65db(A) State standard for exterior noise levels for all commercial uses.

Policy 2.2 Require that automobile and truck access to commercial properties located adjacent to residential parcels be located at the maximum practical distance from the residential parcel.

Policy 2.3 Require that landscaped buffers be created between a commercial or mixed-use structure and an adjoining residential parcel.

Goal 3.0 **Minimize the noise impacts associated with the development of residential units above ground-floor commercial uses in mixed-use developments.**

Policy 3.1 Require that commercial uses developed as part of a mixed-use project with residential uses not be noise intensive.

Policy 3.2 Require that mixed-use structures be designed to prevent transfer of noise and vibration from the commercial to the residential use.

Policy 3.3 Orient mixed-use residential units away from major noise sources.

Policy 3.4 Locate balconies and windows of residential units in mixed-use projects away from the primary street and other major noise sources.

Transportation Noise In areas where transportation noise represents a threat to the public health and welfare, the City will reduce noise hazards to safe levels. In those areas where transportation noise degrades the environment, but not to an extent that it threatens public health and welfare, the City will reduce environmental degradation as much as feasible within the limits imposed by conflicting objectives.

Goal 4.0 **Reduce noise impacts from transportation noise sources.**

Policy 4.1 Require construction of acoustically effective and aesthetically pleasing barriers to shield noise-sensitive uses from excessive noise where necessary or where feasible.

Policy 4.2 Enforce City, State, and federal noise standards, especially those for mufflers and modified exhaust systems.

Policy 4.3 Reduce transportation noise through proper design and coordination of routing.

Policy 4.4 Reduce Metrolink train noise through coordination of scheduling with responsible rail authorities.

Policy 4.5 Work cooperatively with Metrolink operators to identify areas of excessive train noise, and develop a mitigation program to achieve noise reduction.

Non-Transportation Noise

Localized sources of noise in the community can disrupt neighborhoods when such is excessive, continuous, or of an unusual frequency.

Goal 5.0 **Develop measures to control excessive noise citywide.**

Policy 5.1 Adopt and implement a comprehensive City Noise Ordinance to regulate hours of operation and control excessive noise from landscape maintenance equipment, construction activity, and machinery.

Policy 5.2 Minimize noise spillover from commercial and industrial uses into nearby residential neighborhoods.

Sources of Noise

The City's primary goal with regard to noise is to reduce the impact from all noise sources on sensitive land uses. Noise-sensitive receptors include, but are not limited to, residential neighborhoods, schools, hospitals, convalescent homes, long-term medical or mental care facilities, and any other land use area deemed noise-sensitive by City decision makers.

Freeways

Two freeways pass through the City. The San Bernardino (I-10) runs in an east-west direction in the City's southern portion and is generally at grade with adjacent areas. Many residential developments flank the freeway. Historically, Caltrans has not prioritized installation of effective sound walls along the I-10 through Baldwin Park. The San Gabriel River Freeway (I-605) runs in a northeast-southwest direction, through the southwestern portion of the City. Development along this freeway is largely non-residential.

Roadways

Traffic noise on surface streets is a significant source of noise within the community. Major roadways carrying substantial traffic volumes include Ramona Boulevard, Olive Street, Los Angeles Street, Badillo Street, Baldwin Park Boulevard, Frazier Street, Puente Avenue, Merced Avenue, Pacific Avenue, and Maine Avenue. Noise levels along roadways are determined by a number of traffic characteristics. Most important is the average daily traffic (ADT) load.

Additional factors include the percentage of trucks, vehicle speed, the time distribution of this traffic, and gradient of the roadway. In general, the land uses along the major roadways are commercial and industrial. However, there are some single-family, multi-family and public facility areas that are located along these roadways. Of primary concern are the heavy trucks that travel from I-10 along surface streets to the northern industrial parts of Baldwin Park.

Railroads

The Metrolink Commuter Rail line runs northeast/southwest through the City for approximately three miles. Within the City, adjacent to the right-of-way of the Metrolink Rail line tracks, are over 170 residences, 60 commercial and industrial buildings, and 4 schools. During the time of the noise field study in January 1996, 22 scheduled daily commuter train stopped at the Baldwin Park station.

The noise and vibration generated by Metrolink trains were measured as they passed through the City, and the results analyzed and compared to City codes and standards. Passing trains generated noise levels of up to 88.5 dBA at 100 feet. Passing train horn noise levels measured as high as 99.2 dBA at 100 feet. The 24-hour noise measurements completed at the residential location show the trains increase the ambient noise levels by up to 45 dB when the trains pass the homes. The impact, especially horn noise, was identified as intrusive to close proximity residents, although there are no prevailing standards for code compliance evaluations.

Stationary Sources

Major causes of noise due to stationary sources are the large commercial centers and industrial locations that are mostly located in the northern part of the City. The primary noise associated with the facilities is from automobile and truck traffic making deliveries. Additional noise sources include heavy equipment, air compressors, generators, and outdoor loudspeakers. In several cases, residences directly adjoin these operations.

Rock quarries located on City boundaries to the north, east, and west are a source of intermittent noise within Baldwin Park.

Noise and Land Use Planning

Noise in the Planning Area is the cumulative effect of two general types of noise: transportation-related and non-transportation sources. Transportation noise refers to noise from automobile use, trucking, airport operations and rail operations. Non-transportation noise typically refers to noise from stationary sources such as commercial establishments, machinery, air conditioning systems, compressors and landscape maintenance equipment.

Regardless of the type of noise, the noise levels are highest near the source and decrease with distance. Noise is problematic when noise sensitive land uses are affected. Noise sensitive land uses, defined as activities that are interrupted by noise, include residences, schools, hospitals, religious meetings and recreation areas. Most noise impacts can be avoided when noise sources, sensitive land uses and information about the future noise environment are considered in land use planning and development decisions. The noise environment for the Planning Area can be described with noise contours based on the major noise sources. Noise contours define areas of equal noise exposure. Future noise contours have been estimated with information about existing and projected development and transportation activity under the 2020 General Plan, and are presented in Figure NE-1.

Source: Cotton/Bridges/Associates, 1999

BALDWIN PARK

Figure NE-1
Future Noise Contours

Noise Standards and Land Use Compatibility Guidelines

To ensure that noise producers do not adversely affect sensitive receptors, the City will use land use compatibility standards when making planning and development decisions. Table NE-2 summarizes City noise standards for various types of land uses. The standards represent the maximum allowable noise level and will be used to determine noise impacts. The noise standards act as City policy for acceptable noise levels for development.

The noise standards are the basis for the development of land use compatibility guidelines, which are presented in the noise/land use compatibility matrix earlier in this section (Table NE-1). If the ambient noise level falls within Zone A or Zone B, the project is considered compatible with the noise environment. Zone A implies that no mitigation will be needed. Zone B implies that minor soundproofing of the structure may be needed to meet the City noise standards. Developers will be required to demonstrate that the noise standards will be met prior to project approval.

If an ambient noise level falls within Zone C, substantial noise mitigation will be necessary to meet the noise standards. Mitigation may involve construction of noise barriers and substantial building sound insulation. However, projects in Zone C can be successfully mitigated.

Table NE-2
Interior and Exterior Noise Standards

Land Use	Noise Standards[1]	
	Interior[2,3]	Exterior
Residential - Single family, multifamily, duplex, mobile home	CNEL 45 dB	CNEL 65 dB[4]
Residential - Transient lodging, hotels, motels, nursing homes, hospitals	CNEL 45 dB	CNEL 65 dB[4]
Private offices, church sanctuaries, libraries, board rooms, conference rooms, theaters, auditoriums, concert halls, meeting halls, etc.	Leq(12) 45 dB(A)	-
Schools	Leq(12) 45 dB(A)	Leq(12) 67 dB(A)[5]
General offices, reception, clerical, etc.	Leq(12) 50 dB(A)	-
Bank, lobby, retail store, restaurant, typing pool, etc.	Leq(12) 55 dB(A)	-
Manufacturing, kitchen, warehousing, etc.	Leq(12) 65 dB(A)	
Parks, playgrounds	-	CNEL 65 dB[5]
Golf courses, outdoor spectator sports, amusement parks	-	CNEL 70 dB[5]

NOTES:

1. CNEL: Community Noise Equivalent Level.
   Leq(12): The A-weighted equivalent sound level averaged over a 12-hour period (usually the hours of operations).
2. Indoor standard with windows closed. Mechanical ventilation shall be provided per UBC requirements to provide a habitable environment.
3. Indoor environment excluding bathrooms, toilets, closets and corridors.
4. Outdoor environment limited to rear yard of single family homes, multifamily patios and balconies (with a depth of 6' or more) and common recreation areas.
5. Outdoor environment limited to playground areas, picnic areas, and other areas of frequent human use.

Source: Title 24, California Code of Regulations

Noise Impact Areas

The noise contours in Figure NE-1 will be used as a guide for land use and development decisions. The 60 dB CNEL defines Noise Impact Areas. When noise-sensitive land uses are proposed within the 60 dB CNEL or greater contour, an acoustical analysis must be prepared. For the project to be approved, the analysis must demonstrate that the project is designed to attenuate noise to meet the City noise standards, as defined in Table NE-2. If the project is not designed to meet the noise standards, mitigation measures can be recommended in the analysis. If the analysis demonstrates that the noise standards can be met with implementation of the mitigation measures, the project can be approved with the mitigation measures required as conditions of project approval.

Construction Standards

The provisions of the State Noise Insulation Standards (Title 24) will be enforced in the City. Title 24 specifies that combined indoor noise for multi-family living spaces shall not exceed 45 dB CNEL. This standard must be implemented when the outdoor noise level exceeds 60 dB CNEL. The noise contour map (Figure NE-1) can be used to determine when to implement the standards. Title 24 requires that the standard be applied to all new hotels, motels, apartment houses, and multi-family projects.

Transportation Noise

Noise from transportation activity is the primary component of the noise environment in Baldwin Park. Transportation noise creates concerns along the freeways that traverse the City, major arterial roadways, and Metrolink train noise. The most efficient and effective means of controlling noise from transportation systems is to reduce the noise at the source.

The City has little direct control over noise produced by transportation sources because State and federal noise regulations preempt local regulations. The State regulates motor vehicle noise. Because the City cannot control noise at the source, City noise programs focus on reducing the impact of transportation noise on the community. Cost effective strategies to control noise impacts are an essential component of this element.

The most effective method for mitigating transportation noise impacts on the community is by utilizing the site design review process and CEQA. During these stages of the development process, potential impacts from transportation noise will be required as needed to meet City noise standards. Site planning, landscaping, topography and the design and construction of noise barriers (walls, berms or combination of walls/berms) are the most common method of alleviating traffic and train noise impacts. Setbacks and buffers can also be used to achieve small noise reductions.

Noise attenuating barriers are commonly incorporated into projects and can be extremely effective in reducing noise levels. The effectiveness of the barrier depends on the relative height and materials of the barrier, the nosie source, the affected area, the horizontal distance between the source and the barrier, and the horizontal distance between the barrier and the affected area. Although noise barriers can be extremely effective, the aesthetic effect of barriers on neighborhoods should be considered.

Noise barriers should be included in the design of roadway, freeway, and rail improvements. The City will support efforts by Caltrans, rail authorities, and other transportation providers to provide acoustical protection for noise-sensitive development. In addition, the City will request that barriers are constructed as part of freeway, roadway, and rail improvement projects to mitigate significant noise impacts. In particular, I-10 and I-605 are prime candidates for barriers to protect the community from excessive transportation noise.

Noise Control at the Source

The California Vehicle Code contains noise regulations pertaining to the operation of all vehicles on public roads. These noise standards for cars, trucks and motorcycles will be enforced through coordination with the California Highway patrol and Los Angeles County Sheriff's Department. Truck and traffic noise will be minimized by periodically evaluating and continually enforcing established routes to avoid noise impacts on sensitive receptors. To reduce the production of rail noise, the City will encourage rail authorities to continue to use welded track in good repair.

Non-Transportation Noise

Sensitive receptors must also be protected from excessive noise generated by non-transportation sources such as commercial and industrial centers, restaurants and bars, religious institutions and civic centers or community park center activities. Noise generated by new development will be effectively controlled through the site design review process and CEQA.

When reviewing proposed non-residential projects, noise generation and potential impacts to surrounding development will be considered. Acoustical analyses will be required for projects that will generate noise potentially affecting sensitive receptors. Where significant impacts are identified, mitigation measures will be required.

In addition, all City departments must comply with State and federal OSHA noise standards. Any new equipment or vehicle purchased by the City will comply with local, State and federal noise standards.

Air Quality Element

2020 General Plan

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AIR QUALITY ELEMENT

Introduction

The State of California has not yet made air quality a mandatory General Plan element. The South Coast Air Quality Management Plan (AQMP) has, however, specified that air quality requirements be included in a jurisdiction's General Plan. The AQMP is prepared for a region designated as a non-attainment area for the purpose of bringing the area into compliance with the requirements for the national and/or state standards. Baldwin Park has created a separate Air Quality Element to adequately address relevant new air quality requirements and issues confronting the community.

Until a local jurisdiction brings its General Plan into compliance with the AQMP, project-by-project review by SCAG of "regionally significant" general development projects for conformance with the AQMP will be required. In addition, local government General Plans are also subject to AQMP conformity review. After a local government updates its Plan to be consistent with the AQMP, conformity review is limited to an annual cumulative impact review performed in conjunction with the Reasonable Further Progress Report prepared by SCAG and submitted to the EPA. Local governments must take at least the following actions prior to certifying that their General Plans are in conformance with the AQMP:

- Adopt an Air Quality Element (or sub-element) that includes objectives consistent with the AQMP and the Air Quality Element Guidelines.
- Commit to implement the appropriate local government measures identified in the Guidelines and the AQMP.
- Adopt any necessary changes to other portions of the General Plan to make them internally consistent with the newly adopted Air Quality Element.

- Approve a schedule and assign staff responsibilities for implementing the adopted local air quality objectives consistent with the AQMP and the Guidelines.

Purpose of the Element

The Air Quality Element is intended to protect public health and welfare by implementing measures that allow the South Coast Air Basin to attain federal and State air quality standards. To achieve this goal, the Element sets forth a number of programs to reduce current pollution emissions and to require new development to include measures to comply with air quality standards. In addition, this Element contains provisions to address new air quality requirements.

Scope and Content of the Element

This Element is divided into five sections: existing air quality characteristics, air quality management, air quality issues, goals and policies, and local air quality plan.

Historical climate and air quality levels in Baldwin Park are examined in the existing air quality characteristics section, and efforts towards managing air pollution and new legislation are discussed in the air quality management section. The air quality issues section utilizes information from the previous sections to define issues which ultimately lead to the formulation of goals and policies. The local air quality plan specifically explains how the goals and policies will be achieved and implemented.

Related Plans and Programs

Local jurisdictions are affected by two primary plans which govern air quality at the local level: the Air Quality Management Plan (AQMP) and the Regional Mobility Plan.

Air Quality Management Plan

The Air Quality Management Plan for the South Coast Air Basin is administered by the Southern California Association of Governments (SCAG) and the South Coast Air Quality Management District (SCAQMD). The AQMP identifies seven control measures for which local government has been assigned primary responsibility for action, and over thirty other control measures for which other implementing agencies (i.e., Caltrans, SCAG, etc.) assume primary responsibility and local governments maintain secondary responsibility. The goal of these measures is to achieve federal and State standards for healthful air quality in the basin. AQMP control measures are focused on vehicle trip reduction, traffic flow improvements, and reduced stationary source emissions as these are the most effective methods available to local governments.

Regional Mobility Plan

The Southern California Association of Governments has adopted a Regional Mobility Plan to address transportation issues on a regional basis. The Plan includes growth management, demand management, system management, and facilities development strategies to recapture and retain the transportation mobility levels of 1984 in the SCAG region. The Regional Mobility Plan is adopted with the AQMP, and its measures are included within the AQMP.

Baseline Air Quality Characteristics

Air quality conditions in Baldwin Park are influenced by many factors, including the topography, climate, and the number and type of pollution producers.

Climate

Baldwin Park is located within the South Coast Air Basin. This basin is a 6,600-square-mile area bounded by the Pacific Ocean to the west with the San Gabriel, San Bernardino and San Jacinto mountains to the north and east. The basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside and San Bernardino counties.

The climate for the City is influenced by its location within the San Gabriel Valley, with the San Gabriel Mountains forming the northern perimeter. Most of the annual rainfall in the basin occurs from November through April. The dominant daily wind pattern is a daytime sea breeze and a nighttime land breeze, except when winterstorms or northeasterly Santa Ana winds flow from the mountains and deserts north of the basin to the ocean. The transport of ocean air across the basin easterly over the mountains moves air quality pollutants out of the basin. However, when westerly winds are stagnant or inversions occur, pollutants become trapped within the basin, resulting in higher levels of pollutants.

Air Quality Standards

The topography and climate of Southern California combine to make the basin an area of air pollution potential. During the summer months, a warm air mass frequently descends over the cool moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cup over the cool marine layer and prevents pollutants from dispersing upward and allows pollutants to accumulate within the lower layer. This situation is called a temporary inversion. In addition, light winds during the summer further limit ventilation.

Because of the low average wind speeds in the summer and a persistent daytime temperature inversion, emissions of hydrocarbons and oxides of nitrogen have an opportunity to combine with sunlight in a complex series of reactions producing photochemical oxidant (smog). The smog potential is increased in the basin because the South Coast region experiences more days of sunlight than any other major urban area except Phoenix, Arizona.

The South Coast Air Basin has the worst air quality problem in the nation. Despite implementing many strict controls, the basin still fails to meet the federal air quality standards for four of the six criteria pollutants including ozone, nitrogen dioxide, carbon monoxide and fine particulate matter. Because federal and State pollution standards have not been achieved, the basin is considered a "non-attainment" area.

Both the federal and State governments have set health-based ambient air quality standards for the following pollutants: sulfur dioxide, lead, ozone, carbon monoxide, nitrogen dioxide, total suspended particulates, and PM10 (dust particles about 10 microns or less in diameter). These standards are designed to protect the most sensitive persons from illness or discomfort with a margin of safety. The California Standards are more stringent than the Federal Standards, and in the case of PM10 and sulphur dioxide, far more stringent. California has also set standards for sulfate, visibility, hydrogen sulfide, and vinyl chloride. Table AQ-1 on the following page outlines the current federal and state ambient air quality standards.

Ambient Air Quality

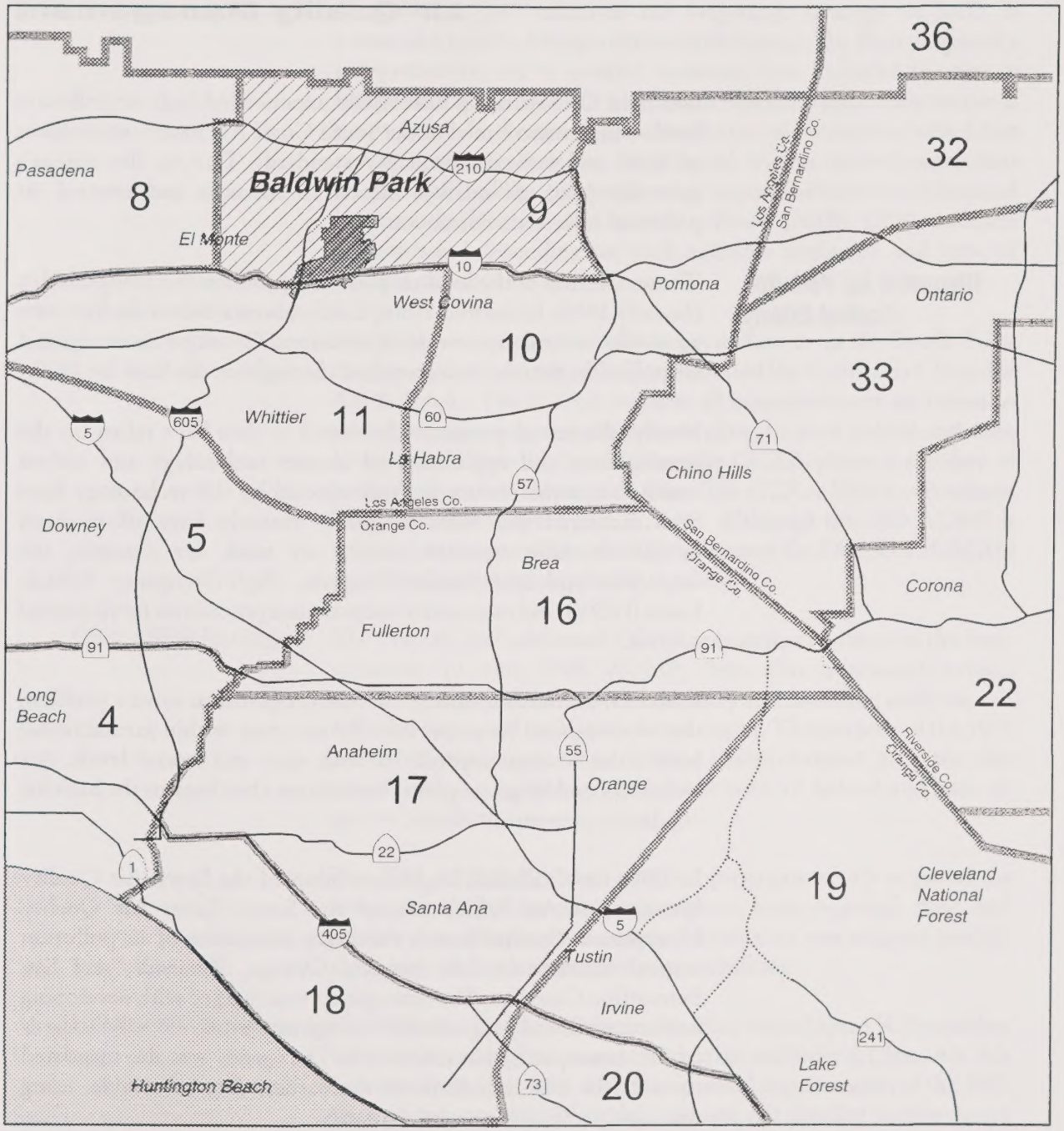
The South Coast Air Quality Management District (SCAQMD) monitors air quality throughout the basin at various monitoring stations. The SCAQMD has divided the basin into 38 separate monitoring areas. Figure AQ-1 illustrates the areas served by each monitoring station in the vicinity of Baldwin Park. Within each monitoring area, the District operates a monitoring station to measure local pollutant levels. Data gathered at these monitoring stations is considered representative of air quality levels for the entire monitoring area.

Baldwin Park is located in monitoring area No. 9. The monitoring station for this area is Number 060, which is located in the adjacent city of Azusa. Historic air quality data indicate that ozone and small particulate matter are the chief pollutants of concern. While ozone concentrations have effectively been reduced following extensive regional efforts to control emissions of ozone-forming compounds, particulate loads have continued to be problematic.

Table AQ-1
Air Pollution Sources, Effects, and Standards

Air Pollutant	State Standard	Federal Primary Standard	Sources	Primary Effects
Ozone (O_3)	0.09 ppm, 1-hour average	0.08 ppm, 8-hour average	Atmospheric reaction of organic gases with nitrogen oxides in sunlight	Aggravation of respiratory and cardiovascular diseases, irritation of eyes, impairment of cardiopulmonary function, plant leaf injury
Carbon Monoxide (CO)	9.0 ppm, 8-hour average 20 ppm, 1-hour average	9.5 ppm, 8-hour average 35 ppm, 1-hour average	Incomplete combustion of fuels and other carbon-containing substances such as motor vehicle exhaust, natural events, such as decomposition of organic matter	Reduced tolerance for exercise, impairment of mental function, impairment of fetal development, death at high levels of exposure, aggravation of some heart diseases (angina)
Nitrogen Dioxide (NO_2)	0.25 ppm, 1-hour average	0.0534 ppm, annual avg.	Motor vehicle exhaust, high-temperature stationary combustion, atmospheric reactions	Aggravation of respiratory illness, reduced visibility, reduced plant growth, formation of acid rain
Sulfur Dioxide (SO_2)	0.25 ppm, 1-hr. avg. 0.04 ppm, 24-hr. avg. with ozone > = 0.10 ppm, 1 hr. avg. or TSP > = 100 $\mu g/m^3$, 24-hr. avg.	0.03 ppm, annual arithmetic mean 0.14 ppm, 24-hour average	Combustion of sulfur-containing fossil fuels, smelting of sulfur-bearing metal ores, industrial processes	Aggravation of respiratory diseases (asthma, emphysema), reduced lung function, irritation of eyes, reduced visibility, plant injury, deterioration of metals, textiles, leatherfinishes, coatings, etc.
Fine Particulate Matter (PM10)	30 $\mu g/m^3$, annual geometric mean > 50 $\mu g/m^3$, 24-hr. avg.	PM10: 50$\mu g/m^3$, annual arithmetic mean 150 $\mu g/m^3$, 24-hr. avg. PM2.5: 15 $\mu g/m^3$, annual geometric mean 65 $\mu g/m^3$, 24-hr. avg.	Stationary combustion of solid fuels, construction activities, industrial processes, industrial chemical reactions	Reduced lung function, aggravation of the effects of gaseous pollutants, aggravation of respiratory and cardio-respiratory diseases, increased coughing and chest discomfort, soiling, reduced visibility
Lead	1.5 $\mu g/m^3$, 30-day average	1.5 $\mu g/m^3$, calendar quarter	Contaminated soil	Increased body burden, impairment of blood formation and nerve conduction
Visibility Reducing Particles	Reduces visual range to less than 10 miles at relative humidity less than 70%, 8-hour avg (9am - 5pm).			Visibility impairment on days when relative humidity is less than 70 percent

Source: South Coast Air Quality Management District, *CEQA Air Quality Handbook*, 1993, and updated with current federal ozone and PM 2.5 standards.



North

Approximate Scale

0 5 10 miles

Air Monitoring Area Boundaries

18 Air Monitoring Area Numbers

Source: South Coast Air Quality Management District, 1989

BALDWIN PARK

Figure AQ-1
Air Monitoring Boundaries

Southern California has historically experienced high air pollution levels which contributed to the South Coast Air Basin's exceedence of State and federal air quality standards. Due to the region's generally poor air quality, efforts to monitor and control air pollution have been continuous.

Historical Air Pollution Control Efforts

The seriousness of the local air pollution problem was recognized in the early 1940s. In the mid-1950s, California established the first state agency to control motor vehicle emissions. Countywide or regional air pollution districts were required throughout the State by 1970.

Nearly all control programs developed to date have relied on the development and application of cleaner technology and add-on emission control devices. Sources affected by this technology have been industrial and vehicular. Only recently have efforts been directed at how emission sources are used, for example, the Inspection and Maintenance Program, High-Occupancy Vehicle Lanes (HOV), and mandatory maintenance procedures for industrial sources.

In the 1970s, the inadequacy of local programs to solve a problem that was regional in nature and did not stay within jurisdictional boundaries became apparent at both state and federal levels. Air basins, defined by geographical boundaries, then became the basis for regulatory programs.

In 1976, the California Legislature adopted the Lewis Air Quality Management Act which created the South Coast Air Quality Management District from a voluntary association of air pollution control districts in Los Angeles, Orange, Riverside, and San Bernardino Counties. The new agency was charged with developing uniform plans and programs for the region to attain federal standards by the dates specified in federal law. The agency was also mandated to meet the state standards by the earliest date achievable, using reasonably available control measures.

1989 AQMP

In March of 1989, the South Coast Air Quality Management District and the Southern California Association of Governments (SCAG)adopted an Air Quality Management Plan designed to achieve the National Ambient Air Quality Standards. The act of adoption culminated five years of work. The Plan laid out the most aggressive schedule for new rules seen in the history of air pollution control in Southern California.

The 1989 AQMP enhanced the long-range strategy set forth in previous AQMPs. Using a three-tiered format, the Plan proposed a comprehensive set of control measures that included the use of less-polluting solvents and new, more efficient application methods in a variety of operations, as well as the use of alternative fuels. Most control measures were to be adopted within several years after adoption of the Plan. Implementation responsibilities were delineated between the District, Air Resources Board (ARB), EPA, and local governments depending on each agency's authority and type of control measure.

At the same time that this effort was underway in the South Coast Air Basin, the California Legislature passed the California Clean Air Act (CCAA). The CCAA requires all nonattainment air basins in the state to develop new attainment plans to meet federal and state air quality standards. In addition, the CCAA places a number of performance tests before each Plan. The CCAA Plan for Southern California was adopted July 12, 1991. Although the 1989 AQMP is a federal attainment Plan, the CCAA caused the District and SCAG to immediately begin updating the Plan.

1991 AQMP Revision

The 1991 AQMP addressed CCAA requirements, retained the basic structure of the 1989 AQMP, but also contained several enhancements to the emissions inventory and modeling analyses, and included improved mobile source strategies. The purpose of the 1991 AQMP Revision was to set forth a comprehensive program that would lead the Basin into compliance with all federal and state air quality standards.

The 1991 AQMP Revision specified programs which required the cooperation of all levels of government: local, regional, state, and federal. Accordingly, each agency/jurisdiction was assigned specific planning and implementation responsibilities.

1994 AQMP Revision

The 1994 Air Quality Management Plan was adopted in September 1994 and was designed to meet both state and federal Clean Air Act requirements. The 1994 AQMP addressed requirements of the 1990 Clean Air Act to meet National Ambient Air Quality Standards and requirements of the California Clean Air Act (CCAA) amendments of 1992. The 1994 AQMP proposed to attain state standards for nitric oxides by 1997, for carbon monoxide by 2000, and standards for PM10 and ozone by post-2010. The 1994 AQMP included new information on emission inventories, overall emissions control strategy, new stationary source control measures, transportation control measures, CARB mobile source control strategy, and best available control measures for PM10.

1997 AQMP Control Strategy

The 1997 Air Quality Management Plan is based on the 1994 AQMP, and carries forward most of the innovative strategies crafted in that Plan. The current AQMP places a greater focus on particulate matter since this is the first plan required by federal law to demonstrate attainment of the federal PM10 ambient air quality standards. The Plan also updates the demonstration of attainment for ozone and carbon monoxide, and includes a maintenance plan for nitrogen dioxide (NO2), as the South Coast Air Basin now qualifies for attainment of that federal standard.

The revision to the Plan also addresses several state and federal planning requirements and incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, and new models. This Plan is consistent with the approaches taken in the 1994 AQMP for the attainment of the federal ozone air quality standard, and shows that with refinements to the 1994 AQMP control strategy, sufficient emission reductions are achieved to meet all federal criteria pollutant standards within the time frames allowed under the federal Clean Air Act.

Implementation of the 1997 AQMP is based on a series of control measures that vary by source type, such as stationary or mobile, as well as by the pollutant that is being targeted. Similar to the 1994 AQMP, the 1997 AQMP proposes two tiers of emission reduction measures, based on availability and readiness of technology. This includes stationary and mobile source control measures. Each revision of the AQMP represents a snapshot in time, based on best available information. Key new elements are:

- Use of the most current air quality information (1995), including special particulate matter data from the PM10 Technical Enhancement Program(PTEP)
- Improved emissions inventories; especially for motor vehicles, fugitive dust, and ammonia sources
- A similar, but fine-tuned overall control strategy with continuing emphasis on flexible, alternative approaches including intercredit trading
- A determination that certain control measures contained in the 1994 AQMP, are infeasible, most notably the future indirect source measures
- Enhanced modeling for particulates
- Separate analyses for the desert portions within the District's jurisdiction

- Amendments to the federal Post-1996 Rate-of-Progress Plan and the Federal Attainment Plans for ozone and carbon monoxide
- A Maintenance Plan for nitrogen dioxide
- An attainment demonstration and State Implementation Plan Revision for PM10

Responsibilities of Governmental Agencies

Implementation of the Plan's strategies requires a cooperative partnership of governmental agencies at the federal, state, regional and local level. These agencies form the four cornerstones from which implementation programs will evolve.

Federal Agencies: At the federal level are the U.S. EPA and other agencies charged with controlling emissions from federally regulated including airplanes, trains, ships, mobile-operating construction and farm equipment below 175 horsepower, and off-shore oil development. EPA will also have the lead in working with other federal agencies to implement some of the AQMP control measures. This will involve working with the Department of Interior to reduce emissions from off-shore oil development, the Department of Defense and Coast Guard to reduce emissions from military aircraft and marine vessel operations, and the FAA to reduce emissions from aircraft engines.

Air Resources Board (ARB): At the State level, the ARB is responsible for motor vehicle emissions and fuels. Many of the on-road mobile source control measures depend upon actions by the ARB to formulate strict exhaust emission standards and fuel quality requirements for passenger vehicles and trucks. The ARB also establishes off-road mobile source emissions standards, and along with the District, implements the control measures in the AQMP directed towards reducing emissions from consumer products.

Several other state agencies will implement those control measures that fall within their authority. For example, the CEC and PUC assist in implementing a variety of energy conservation-related control measures such as establishing energy efficient standards and approving utility conservation programs.

South Coast Air Quality Management District (SCAQMD): At the regional level, the District implements control measures in the areas of stationary sources (point and area sources), mobile sources, and indirect sources (in partnership with local governments). The stationary area and point source control measures are implemented primarily through District rules and regulations. When possible, the District will develop the indirect source rules so that they provide regional consistency and technical assistance, but with the option for implementation at the local level for those local governments that choose to implement the program for their jurisdiction.

SCAG/Local Governments: SCAG provides the socioeconomic forecast upon which the AQMP is based. SCAG also provides assessments for conformity of regionally significant projects with the overall Plan and is responsible for the adoption of the annual Regional Transportation Improvement Program (RTIP). Project level conformity with the AQMP is performed by SCAG according to the conformity section of the Plan. Three types of regionally significant projects are reviewed: wastewater treatment facilities, transportation projects, and general development projects.

The 1997 AQMP identifies control measures for which local governments have been assigned primary responsibility, and measures for which other implementing agencies (SCAQMD, Caltrans, SCAG, etc.) assume primary responsibility and local governments, including Baldwin Park, maintain secondary responsibility. The goal of these measures is to achieve a basinwide reduction in reactive organic gases and oxides of nitrogen of at least three percent per year, beginning in 1996 and ending in 2010, needed to attain the federal ozone standard. Baldwin Park, as a local government, will be primarily responsible for implementing measures in the AQMP including, but not limited to, transportation and the stationary source (fugitive dust) control measures called for in the AQMP. This may be done, in part, through the adoption of this Air Quality Element as part of the City's General Plan.

1997 AQMP Control Measures

The 1997 AQMP defines control measures for both transportation and stationary source emissions. The Transportation Strategy for the 1997 AQMP is part of a comprehensive vision to improve air quality by reducing emissions from mobile sources while enhancing mobility by decreasing congestion levels. Stationary controls are proposed to reduce emissions from both point sources and area sources.

Transportation Control Measures

Local governments serve an important role in developing and implementing the AQMP's transportation control measures. These measures are generally aimed at utilizing alternative methods of transportation, reducing the total number of vehicle trips, and improving traffic flow, as these are the most effective methods available to many local governments.

On-road motor vehicles, which include passenger cars, light-duty trucks, medium-duty vehicles, heavy-duty vehicles, and motorcycles, number approximately 10 million in the South Coast Air Basin. By the year 2010, vehicle miles traveled is projected to be about 380 million miles per day. SCAG's adopted transportation plan include transportation improvements, advancement of transportation technologies, market based transportation pricing and livable communities. The 1997 AQMP includes seven transportation control measures (TCMs). These include the following:

- TCM-01 Transportation Improvements
- ATT-01 Telecommunications
- ATT-02 Smart Shuttle Transit
- ATT-03 Zero-Emission Vehicles/Infrastructure
- ATT-04 Alternative Fuel Vehicles/Infrastructure
- ATT-05 Intelligent Transportation Systems
- FSS-02 Market Based Transportation Pricing

The focus for local government will be successful implementation of transportation improvements.

Transportation improvements include both capital and non-capital based actions. Capital-based actions include HOV Lanes; transit improvements; traffic flow improvements; park and ride and intermodal facilities; and urban freeway, bicycle, and pedestrian facilities. Non-Capital based actions include rideshare matching, congestion management program-based transportation demand management (TDM), telecommunication facilities/satellite work centers, TDM demonstration projects/programs, and transit pass centers. Advanced transportation technologies include the use of telecommunications, smart shuttle transit, zero emissions vehicles and infrastructure, alternative fuel vehicles and infrastructure, and intelligent vehicle highway system.

Stationary Source Control Measures

The District is responsible for implementing the stationary source control measures. However, local governments may choose to take responsibility for implementing the fugitive dust and miscellaneous source categories control measures. Stationary source control measures in the 1997 AQMP include the following subcategories: coatings and solvents, petroleum operations, combustion sources, and fugitive dust and miscellaneous source categories.

Local jurisdictions will be responsible for the fugitive dust and miscellaneous source categories. These include the following control measures:

- Emissions reductions from paved roads (PM10)
- Further emission reductions from unpaved roads, unpaved parking lots and staging areas (PM10)
- Fugitive Dust and Miscellaneous Source Categories including the promotion of lighter color roofing and road materials and Tree Planting Programs

The control measures included in the AQMP have been developed for the residential, commercial and industrial sectors. Baldwin Park is demonstrating progress in implementing AQMP control measures through the inclusion of this Air Quality Element in its General Plan. Each control measure is associated with various actions which contain specific guidelines and a timetable for local jurisdictions and agencies to follow. Control measures relevant to Baldwin Park are included in the Plan section of this element, and in the mitigation monitoring program of the General Plan EIR.

Congestion Management Program (CMP) Linkage With the AQMP

The CMP is a comprehensive strategy to relieve traffic congestion and maintain level of service on roadways. In 1989, legislation was adopted that required either county transportation commissions or another designated public agency to adopt a Congestion Management Program (CMP) by December 1, 1991. The primary goal of the CMP is to promote a regional coordinated planning effort to deal with traffic congestion by incorporating Federal, State, and local agencies, businesses, private groups, and environmental interests into the program.

All of the elements of the CMP should be consistent with the AQMP. In particular, the CMP should be consistent with the growth forecast used in the AQMP. Implementation of the AQMP will help local governments tackle congestion, reduce emissions from idling vehicles or vehicles traveling on congested roadways, and help maintain the CMP's level of service standards.

Air pollution is a regional problem affecting the entire South Coast Air Basin, which includes Baldwin Park. The basin has been in violation of federal and State air quality standards for many years. To help attain air quality standards, the Baldwin Park Air Quality Element specifies goals and policies to reduce the generation of air pollutants within the City. Specifically, the goals focus on land use and transportation planning, and stationary source emissions reduction measures to aid in reducing air pollution within the basin.

Land Use Planning

Land use regulations influence the distribution of housing, employment centers, and other land uses within a community. The widespread distribution of different land use sectors affects individuals traveling to various destinations within a community. A substantial amount of air pollution generated can be attributed to automobile trips traveling between these locations thus land use patterns affect the capacity and efficiency of transportation networks. Reducing the number of trips taken within the area through local land use patterns will ultimately influence the amount of pollutants generated. The Land Use Element specifies measures that will encourage the use of non-motorized transportation such as bicycles and pedestrian travel. In particular, commercial centers generally are separated from residential uses and require use of the automobile to access. The integration of residential and commercial uses creates the opportunity for individuals to choose alternative transportation modes, including walking or bicycling.

Goal 1.0 **Improve air quality by reducing the amount of air pollution through proper land use planning.**

Policy 1.1 Establish a new Mixed Used land use category for Downtown which provides for the integration of residential and commercial uses. Establish Downtown as a pedestrian district through development regulations, public improvements, and street design.

Policy 1.2 Locate multiple family developments close to commercial areas to encourage pedestrian rather than vehicular travel.

Policy 1.3 Encourage the development of higher density housing in close proximity to the City's Metrolink station.

Policy 1.4 Provide for the enhancement of neighborhood commercial centers to provide services within walking distance of residential neighborhoods.

Policy 1.5 Encourage the design of new residential and commercial areas to foster pedestrian circulation.

Transportation

The widespread use of automobiles in Southern California contributes to poor air quality. The AQMP focuses on transportation improvements, reducing vehicle trips, and encouraging alternative methods of travel in order to reduce the emissions created by automobile travel. Excessive use of personal motorized transportation modes contributes to the region's poor air quality, therefore policies which support the following issues should be implemented:

- The home-to-work trip constitutes the majority of these trips taken on an individual basis. Reducing the number of home to work vehicle trips would substantially diminish the amount of pollution generated.

- Offering alternative methods of travel such as pedestrian and bicycle pathways, would encourage pedestrian rather than vehicular travel.

- Transportation improvements such as HOV (High Occupancy Vehicle) lanes and traffic flow improvements could go a long way towards meeting the goals of emission reductions.

Transportation, especially in single occupant automobiles, has been identified as a primary contributor to the poor air quality conditions in the South Coast Air Basin. The following goals and policies aim to encourage the use of transportation improvements as specified in the 1997 AQMP. These policies encourage residents to utilize alternative methods of travel and reduce the number of trips taken, as well as encourage the City to implement measures to improve the flow of traffic.

Goal 2.0 **Improve air quality by reducing the amount of vehicular emissions through planning for alternative forms of travel.**

Policy 2.1 Continue to operate the City's fixed route shuttle system, and evaluate expansion of the route as necessary to serve additional centers of activity in the City.

Policy 2.2 Cooperate and participate in regional air quality management planning, programs, and enforcement measures.

Policy 2.3 Utilize TDM to influence transportation choices related to mode and time of travel.

Policy 2.4 Create the maximum possible opportunities for bicycles as an alternative transportation mode and recreational use.

Policy 2.5 Encourage non-motorized transportation through the provision of bicycle and pedestrian pathways.

Policy 2.6 Review the zoning regulations annually to identify whether revisions are required to accommodate and encourage the use of alternative-fuel vehicles (e.g. electric cars).

Goal 3.0 **Improve air quality by reducing the amount of vehicular emissions through transportation planning that encourages trip reduction.**

Policy 3.1 Utilize incentives, regulations and/or Transportation Demand Management (TDM) programs in cooperation with other jurisdictions in the South Coast Air Basin to eliminate vehicle trips which would otherwise be made.

Policy 3.2 Utilize incentives, regulations and/or Transportation Demand Management in cooperation with other jurisdictions to reduce the vehicle miles traveled for auto trips which still need to be made.

Goal 4.0 **Improve air quality by reducing vehicular emissions through transportation planning improvements that improve the flow of traffic.**

Policy 4.1 Promote and establish modified work schedules which reduce peak period auto travel.

Policy 4.2 Participate in efforts to achieve increased designation, construction, and operation of High Occupancy Vehicle (HOV) lanes on local freeways.

Policy 4.3 Encourage employer rideshare and transit incentives programs by local businesses.

Policy 4.4 Encourage businesses to alter truck delivery routes and local delivery schedules during peak hours, or switch to off-peak delivery hours.

Policy 4.5 Implement citywide traffic flow improvements outlined in the Circulation Element.

Policy 4 .6 Adopt and implement the required components of the Congestion Management Plan, and continue to work with Los Angeles County on annual updates to the CMP.

Policy 4.7 Promote State and federal legislation which would improve vehicle/transportation technology.

Stationary Source Emissions: Dust and Particulates

Grading activity, building, and road construction result in particulate emissions from both the materials used (including sealers, paints, and solvents) and construction methods (such as sawing wood, grinding concrete, and spraying paint). Construction activities occurring throughout the community such as dust rising from unpaved roads can create particulate emissions which degrade the area's air quality. The City has adopted a dust control ordinance and provisions for site watering during construction to minimize particulates.

Baldwin Park is located in a highly urbanized environment with the few remaining vacant acreages gradually being developed. Particulate emissions arising from various sources within Baldwin Park contribute to the degradation of the region's air quality. Two strategies designed to reduce particulate emissions (PM10) to the atmosphere are: (a) storage and movement of fine particulate matter, and (b) the paving of unpaved roads and parking lots.

Goal 5.0 **Reduce particulate emissions to the greatest extent feasible.**

Policy 5.1 Adopt incentives, regulations, and/or procedures to minimize particulate emissions from paved roads.

Policy 5.2 Adopt incentives, regulations, and/or procedures to minimize particulate emissions from unpaved roads, parking lots, and staging areas.

This section describes specific measures that will implement the goals and policies in this Element. Of primary importance in attaining air quality goals is a coordinated regional effort. Baldwin Park will cooperate with the South Coast Air Quality Management District and the Southern California Association of Governments to implement the goals of this Element and the AQMP. The City will be primarily responsible for implementing the transportation and stationary source control measures included in the AQMP. The AQMP transportation measures focus on reducing the number of trips, improving traffic flow, and utilizing alternative methods of transportation.

Transportation

The City will pursue the following programs to address transportation-related pollutant emissions.

Person Work Reduction

- Adopt or amend trip reduction ordinances to require employers to reduce motor vehicle person work trips.
- Implement the bicycle routes plan contained in the Circulation Element.

Employer Rideshare and Transit Incentives

- Trip reduction programs for the City as an employer
- Van pool programs for private employers
- Employee incentives for public transit use
- Merchant transportation incentives
- Adopt a non-work trip reduction ordinance to require major retail centers to offer customer mode-shift travel incentives and provide facilities for non-motorized transportation needs.
- Identify, as appropriate, the local applicability of requiring special event centers to operate park-and-ride and off-site facility lots, requiring auto free zones, requiring street closure during peak periods, and enhancing transit performance.

Truck Dispatching and Rescheduling

- Alter truck delivery routes and local delivery schedules.
- Develop a truck accident reduction program.
- Adopt a SCAQMD Truck Delivery Rule, if necessary.
- Assess needs for federal regulation to assist in the implementation of these efforts.

Congestion Management Plan

The Los Angeles County Metropolitan Transportation Authority (MTA) is the agency responsible for planning and operating regional transit facilities and services in Los Angeles County. The MTA prepares the Los Angeles County *Congestion Management Plan* (CMP) mandated by State law. The Los Angeles County CMP identifies the transportation network, establishes services levels for network routes, and identifies strategies to reduce congestion. Individual cities within Los Angeles County are responsible for implementing the CMP.

To implement the CMP, Baldwin Park must: 1) conform to the established level of service; 2) adopt and implement a trip reduction and travel demand ordinance; 3) implement a program to analyze land use decisions on the regional transportation system; 4) prepare annual deficiency plans for portions of the CMP system failing to meet the established service level of standards; and 5) if desired, adopt its own sub-County traffic model. Implementation should include the following:

Transportation Demand Management: All jurisdictions must adopt and implement a (TDM) ordinance that promotes alternative transportation methods.

Level of Service (LOS): Traffic Level of Service standards must be established for the CMP Highway System which shall include, at a minimum, all State highways and principal arterials. In Baldwin Park, the principal arterials include Ramona and Baldwin Park Boulevards.

Capital Improvement Program (CIP): A seven-year CIP must be established to maintain or improve LOS and transit performance standards, as well as assist in achieving congestion management and air quality improvement objectives.

Land Use Coordination: As part of the CMP, localities must prepare a program that analyzes the impacts of land use decisions made by local jurisdictions on regional transportation systems. The program shall also estimate the costs associated with mitigating identified impacts.

Transportation Modeling: The development of a database and transportation modeling system that are consistent with those used by SCAG is required.

Public Transit Standard: Standards for the frequency and routing of public transit must be established for transit service provided by separate operators must be coordinated.

LOS Deficient Plans: LOS Deficiency Plans must be prepared to describe how excessive congestion on the CMP Highway System can be mitigated in those cases where acceptable LOS cannot be met at certain locations.

Annual Monitoring: The Congestion Management Agency (CMA), shall annually determine if the County and cities are conforming with CMP requirements. In addition, the agency will monitor the implementation of all elements in the CMP by each jurisdiction.

Dust Control And Particulate Emissions

Dust particulates contribute to the degradation of air quality. The AQMP includes specific actions and a timetable for local jurisdictions and agencies to follow to reduce particulates. The control measures for the fugitive dust category as defined in the 1997 AQMP are as follows:

- Fugitive dust and miscellaneous sources
- Road dust suppression
- Watering of disturbed surface areas
- Windbreaks
- Paving at areas adjacent to roadways
- Chemical stabilization of unpaved areas
- Aggregate covering of unpaved roads
- Track-out prevention
- Street cleaning
- Bedliners in and covering of fill import and export vehicles
- Post-Event street clean-up
- Revegetation of disturbed surface areas
- Reduced vehicular speeds on unpaved roads
- Soil erosion control for agricultural activities
- Add-on controls
- Public awareness programs

Each measure relevant to Baldwin Park is outlined below.

Paved Roads

- Consistent with SCAQMD regulations, prohibit outdoor storage of fine particulate matter.

- Develop a "clean streets" management program which includes adopting construction carryout and entrainment ordinances and vehicle entrainment ordinances, as well as allocating resources for controlling emissions from unpaved areas and storm water control.

- Participate in the "clean streets" management program by allocating resources for controlling emissions from unpaved areas and stormwater control respectively.

Unpaved Roads and Parking Lots

The City will amend local ordinances to require paving of all vehicle maneuvering areas and parking facilities.

Appendices

2020 General Plan

BALDWIN
P · A · R · K

City of Baldwin Park
2020 General Plan

Glossary

November, 2002

General Plan Glossary

Air Basin - One of 14 self-contained regions of California minimally influenced by air quality in contiguous regions.

Air Pollutant Emissions - Discharges into the atmosphere, usually specified in terms of weight per unit of time for a given pollutant from a given source.

Air Pollution - The presence of contaminants in the air in concentrations that exceed naturally occurring quantities and are undesirable or harmful.

Air Quality Standards - The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

Ambient Noise Level - The combination of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Aquifer - An underground bed or layer of earth, gravel or porous stone that contains water.

Arterial - A major street carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections and generally providing direct access to nonresidential properties.

A-Weighted Decibel or dB(A) - A numerical method of rating human judgement of loudness. The A-weighted scale reduces the effects of low and high frequencies in order to simulate human hearing.

Base Flood Elevation - The highest elevation, expressed in feet above sea level, of the level of flood waters expected to occur during a 100-year flood (i.e., a flood that has 1 percent likelihood of occurring in any given year).

Buffer - A strip of land designated to protect one type of land use from another incompatible use. Where a commercial district abuts a residential district, for example, additional use, yard, or height restrictions may be imposed to protect residential properties. The term may also be used to describe any zone that separates two unlike zones, such as a multi-family housing zone between single- family housing and commercial uses.

Capital Improvement Program (CIP) - A proposed timetable or schedule of all future capital improvements (government acquisition of real property, major construction project, or acquisition of long lasting, expensive equipment) to be carried out during a specific period and listed in order of priority, together with cost estimates and the anticipated means of financing each project. Capital improvement programs are usually projected five or six years in advance and should be updated annually.

Clean Air Act - Federal legislation establishing national air quality standards.

Collector - A street for traffic moving between arterial and local streets, generally providing direct access to properties.

Community Noise Equivalent Level (CNEL) - The average equivalent sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7 p.m. to 10 p.m. and after addition of 10 decibels to sound levels in the night after 10 p.m. and before 7 a.m. See also "A-Weighted Decibel."

Compatibility - The characteristics of different uses or activities that permit them to be located near each other in harmony and without conflict. The designation of permitted and conditionally permitted uses in zoning districts are intended to achieve compatibility within the district. Some elements affecting compatibility include: intensity of occupancy as measured by dwelling units per acre; pedestrian or vehicular traffic generated; volume of goods handled; and such environmental effects as noise, vibration, glare, air pollution, or the presence of hazardous materials. On the other hand, many aspects of compatibility are based on personal preference and are much harder to measure quantitatively, at least for regulatory purposes.

Condominium - A building, or group of buildings, in which units are owned individually, and the structure, common areas and facilities are owned by all the owners on a proportional, undivided basis.

Conservation - The management of natural resources to prevent waste, destruction, or neglect.

Day-Night Average Level (Ldn) - The average equivalent sound level during a 24-hour day, obtained after addition of 10 decibels to sound levels in the night after 10 p.m. and before 7 a.m. See also "Community Noise Equivalent Level."

Decibel (dB) - A unit for describing the amplitude of sound, as it is heard by the human ear. See also "A-Weighted Decibel," "Community Noise Equivalent Level," and "Day-Night Average Level."

Density - The number of families, individuals, dwelling units, or housing structures per unit of land; usually density is expressed "per acre." Thus, the density of a development of 100 units occupying 20 acres is 5 units per acre.

Development - The division of a parcel of land into two or more parcels; the construction, reconstruction, conversion, structural alteration, relocation or enlargement of any structure; any mining, excavation, landfill or land disturbance, and any use or extension of the use of land.

Development Plan - A plan, to scale, showing uses and structures proposed for a parcel or multiple parcels of land. It includes lot lines, streets, building sites, public open space, buildings, major landscape features and locations of proposed utility services.

Dwelling - A structure or portion of a structure used exclusively for human habitation.

Dwelling, Multi-family - A building containing two or more dwelling units for the use of individual families maintaining households; an apartment or condominium building is an example of this dwelling unit type.

Dwelling, Single-family Attached - A one-family dwelling attached to one or more other one-family dwellings by a common vertical wall; duplexes and townhomes are examples of this dwelling unit type.

Dwelling, Single-family Detached - A dwelling which is designed for and occupied by not more than one family and surrounded by open space or yards and which is not attached to any other dwelling by any means.

Dwelling Unit - One or more rooms, designed, occupied or intended for occupancy as separate living quarters, with cooking, sleeping and sanitary facilities provided within the unit for the exclusive use of a single family maintaining a household.

Easement - A grant of one or more of the property rights by the property owner to and/or for use by the public, a corporation, or another person or entity.

Economic Base - The production, distribution, and consumption of goods and services within a planning area.

Element - A division of the General Plan referring to a topic area for which goals, policies, and programs are defined (e.g., land use, housing, circulation).

Eminent Domain - The authority of a government to take, or to authorize the taking of, with compensation, private property for public use.

Environment - The sum of all external conditions and influences affecting the life, development, and survival of an organism.

Essential Facilities - Those facilities whose continued functioning is necessary to maintain public health and safety following a disaster. These facilities include fire and police stations, communications facilities, emergency operation centers, hospitals, administrative buildings, and schools designated as mass care shelters. Also included are key transportation facilities and utility facilities such as water supply, sewage disposal, gas storage facilities and transmission lines, and electric generation stations and transmission lines.

Fault - A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Fault, Active - A fault that has moved within the last 11,000 years and which is likely to move again within the next 100 years.

Fault, Inactive - A fault which shows no evidence of movement in the last 11,000 years and no potential for movement in the relatively near future.

Fault, Potentially Active - A fault that last moved within the Quaternary Period (the last 2,000,000 to 11,000 years) before the Holocene Epoch (11,000 years to the present); or a fault which, because it is judged to be capable of ground rupture or shaking, poses an unacceptable risk for a proposed structure.

Fire Flow - A rate of water flow that should be maintained to halt and reverse the spread of a fire.

Floodplain - A lowland or relatively flat area adjoining the banks of a river or stream which is subject to a one percent or greater chance or flooding in any given year (i.e., 100-year flood).

Floodway - The channel of a watercourse or river, and portions of the flood plain adjoining the channel, which are reasonably required to carry and discharge the base flood of the channel.

Floor Area Ratio (FAR) -The gross floor area of all buildings on a lot divided by the lot area; usually expressed as a numerical value (e.g., a building having 5,000 square feet of gross floor area located on a lot of 10,000 square feet in area has a floor area ratio of 0.5:1).

General Plan - A legal document which takes the form of a map and accompanying text adopted by the local legislative body. The plan is a compendium of policies regarding the long-term development of a jurisdiction. The state requires the preparation of seven elements or divisions as part of the plan: land use, housing, circulation, conservation, open space, noise, and safety. Additional elements pertaining to the unique needs of an agency are permitted.

Goal - The ultimate purpose of an effort stated in a way that is general in nature and immeasurable; a broad statement of intended direction and purpose (e.g., "Achieve a balance of land use types within the city").

Grade - The degree of rise or descent of a sloping surface.

Ground Failure - Mudslide, landslide, liquefaction (see this Glossary), or the compaction of soils due to ground shaking from an earthquake.

Groundwater - The supply of fresh water under the ground surface in an aquifer or soil that forms a natural reservoir.

Group Quarters - A dwelling that houses unrelated individuals, such as convalescent facilities.

Growth Management - Techniques used by government to control the rate, amount and type of development.

Hazardous Materials - An injurious substance, including pesticides, herbicides, toxic metals and chemicals, liquified natural gas, explosives, volatile chemicals and nuclear fuels.

Household - According to the U.S. Census, a household is all persons living in a dwelling unit whether or not they are related. Both a single person living in an apartment and a family living in a house are considered households.

Household Income - The total income of all the people living in a household. Households are usually described as very low income, low income, moderate income, and upper income for that household size, based on their position relative to the regional median income.

Housing Affordability - Based on State and Federal standards, housing is affordable when the housing costs are no more than 30 percent of household income.

Housing Unit - A room or group of rooms used by one or more individuals living separately from others in the structure, with direct access to the outside or to a public hall and containing separate toilet and kitchen facilities.

Implementation Measure - An action, procedure, program, or technique that carries out general plan policy.

Income Categories - Four categories for classifying households according to income based on the median income for each County. The categories are as follows: Very Low (0-50% of County median); Low (50-80% of County median); Moderate (80-120% of County median); and Upper (over 120% of County median).

Infrastructure - The physical systems and services which support development and population, such as roadways, railroads, water, sewer, natural gas, electrical generation and transmission, telephone, cable television, storm drainage, and others.

Intensity - A measure of the amount or level of development often expressed as the ratio of building floor area to lot area (floor area ratio) for commercial, business, and industrial development, or units per acre of land for residential development (also called "density").

Issue - A problem, constraint, or opportunity requiring community action.

Intersection - Where two or more roads cross at grade.

Land Use - A description of how land is occupied or used.

Landslide - A general term for a falling or sliding mass of soil or rocks.

Liquefaction - A process by which water-saturated granular soils transform from a solid to a liquid state due to groundshaking. This phenomenon usually results from shaking from energy waves released in an earthquake.

Livable Community - A shared community vision of pedestrian friendly, mixed use and transit oriented places scaled to people, not automobiles, and connected to vibrant civic and public spaces.

Local Street - A street providing direct access to properties and designed to discourage through-traffic.

Lot - The basic unit of land development. A designated parcel or area of land established by plat, subdivision, or as otherwise permitted by law, to be used, developed or built upon as a unit.

Median Income - The annual income for each household size which is defined annually by the Federal Department of Housing and Urban Development. Half of the households in the region have incomes above the median and half are below.

Mobile Home - A structure, transportable in one or more sections, which is at least 8 feet in width and 32 feet in length, which is built on a permanent chassis and designed to be used as a dwelling unit, with or without a permanent foundation when connected to the required utilities.

National Flood Insurance Program - A federal program which authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

Noise - Any undesired audible sound.

Noise Exposure Contours - Lines drawn about a noise source indicating constant energy levels of noise exposure. CNEL and Ldn are the metrics utilized to describe community noise exposure.

Open Space - Any parcel or area of land or water essentially unimproved and set aside, designated, dedicated or reserved for public or private use or enjoyment.

Overcrowding - As defined by the U.S. Census, a household with greater than 1.01 persons per room, excluding bathrooms, kitchens, hallways, and porches.

Parcel - A lot or tract of land.

Policy - Statements guiding action and implying clear commitment found within each element of the general plan (e.g., "Provide incentives to assist in the development of affordable housing").

Program - A coordinated set of specific measures and actions (e.g., zoning, subdivision procedures, and capital expenditures) the local government intends to use in carrying out the policies of the general plan.

Redevelopment - Redevelopment, under the California Community Redevelopment Law, is a process with the authority, scope, and financing mechanisms necessary to provide stimulus to reverse current negative business trends, remedy blight, provide job development incentives, and create a new image for a community. It provides for the planning, development, redesign, clearance, reconstruction, or rehabilitation, or any combination of these, and the provision of public and private improvements as may be appropriate or necessary in the interest of the general welfare. In a more general sense, redevelopment is a process in which existing development and use of land is replaced with newer development and/or use.

Rehabilitation - The upgrading of a building previously in a dilapidated or substandard condition, for human habitation or use.

Restoration - The replication or reconstruction of a building's original architectural features, usually describing the technique of preserving historic buildings.

Right-of-Way - A strip of land acquired by reservation, dedication, prescription or condemnation and intended to be occupied or occupied by a road, crosswalk, railroad, electric transmission lines, oil or gas pipeline, water line, sanitary or storm sewer, or other similar uses.

Sewer - Any pipe or conduit used to collect and carry away sewage from the generating source to a treatment plant.

Site Plan - The development plan for one or more lots on which is shown the existing and proposed conditions of the lot including: topography, vegetation, drainage, floodplains, marshes and waterways; open spaces, walkways, means of ingress and egress, utility services, landscaping, structures and signs, lighting, and screening devices; any other information that reasonably may be required in order that an informed decision can be made by the approving authority.

Solid Waste - Unwanted or discarded material, including garbage with insufficient liquid content to be free flowing, generally disposed of in land fills or incinerated.

Special District - A district created by act, petition or vote of the residents for a specific purpose with the power to levy taxes.

Special Needs Groups - Those segments of the population which have a more difficult time finding decent affordable housing due to special circumstances. Under State planning law, these special needs groups consist of the elderly, handicapped, large families, female-headed households, farmworkers and the homeless.

Stationary Source - A non-mobile emitter of pollution.

Subdivision - The division of a lot, tract or parcel of land that is the subject of an application for subdivision.

Transportation Systems Management - Individual actions or comprehensive plans to reduce the number of vehicular trips generated by or attracted to new or existing development. TSM measures attempt to reduce the number of vehicle trips by increasing bicycle or pedestrian trips or by expanding the use of bus, transit, carpool, vanpool, or other high occupancy vehicles.

Water Course - Any natural or artificial stream, river, creek, ditch, channel, canal, conduit, culvert, drain, waterway, gully, ravine or wash in which water flows in a definite channel, bed and banks, and includes any area adjacent thereto subject to inundation by reason of overflow or flood water.

Zoning - A police power measure, enacted primarily by units of local government, in which the community is divided into districts or zones within which permitted and special uses are established as are regulations governing lot size, building bulk, placement, and other development standards. Requirements vary from district to district, but they must be uniform within the same district. The zoning ordinance consists of a map and text.

Zoning District - A geographical area of a city zoned with uniform regulations and requirements.

Zoning Map - The officially adopted zoning map of the city specifying the uses permitted within certain geographic areas of the city.

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